THE EVENING TELEGRAPH.

VOL. XIV—NO. 14. PHILADELPHIA, MONDAY, JULY 18, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE SEAT OF WAR.

The Department of Moselle.

Its Strategic Points.

The Fortress of Metz.

Almost Impregnable.

Thionville and Forbach.

Their Location and Strength.

The Leading Generals

Von Moltke and MacMahon.

Etc., Etc., Etc., Etc., Etc.

THE SCENE OF WAR.

METZ AND ITS SURROUNDINGS.

The Theatre of the First Reported Engagement—Metz, Thionville, and Forbach—The Strategic Points.

The cable telegrams from Europe this morning represent the French army as being concentrated at and around Metz, in the Department of Moselle. This city is the strongest strategic point in the eastern part of France, and even if the reports already received of a Prussian advance upon it are premature, it will undoubtedly be made the objective point of the first movements of King William's forces. One report speaks of a Prussian advance into Moselle by way of Forbach, on the railroad from Nancy to Manheim, but it is said to be only a detached corps, and but little importance is attached to it. Another report, however, which lacks confirmation at this writing, speaks of an encounter between the French and Prussians near Forbach, resulting in the defeat of the latter with a loss of 3000, while the French loss is put at 2000 only. If this reported engagement should prove to be unfounded, it is quite probable that a battle will take place in this locality within a short time, and we therefore present the following interesting matter in relation to the locality:

The Department of Moselle

is situated on the frontier of France, and is formed of parts of the old provinces of Lorraine and French Luxembourg. It is located between the Departments of Lower Rhine, Meurthe and Meuse, and is bounded on the north by Belgium, Rhenish Prussia and Bavaria. It has an area of 2034 square miles, and a population (in 1861) of 446,457. The surface of the country is partly covered with contreforts of the Ardennes and Vosges mountains, forests also extending over a great portion of the soil. Through the Department flows the river Moselle, from which it takes its name, rising in the department of Vosges, and passing in its course Remiremont, Epinal, Toul, Frouard, Pont-a-Mousson, Metz and Thionville. It separates the duchy of Luxembourg, now subject to the sovereignty of the House of Orange-Nassau, which occupies the throne of Holland, from Rhenish Prussia, and joins the Rhine on the left of Coblentz. The course of the river is tortuously N. N. E., and its length 328 miles.

The Fortress of Metz,

the chief town of the department, is situated at the confluence of the Moselle and the Seille, and at the head of a branch of the railway from Paris to Strasbourg, 170 miles east of Paris. Under the Romans, Metz rose to considerable importance, being traversed by six grand military roads. Under the descendents of Clovis it became the capital of the kingdom of Austrasia, passing to the Emperor of Germany on the decline of the House of Charlemagne. It wa then strongly fortified as a barrier against France, and allowed to possess an almost republican freedom. In 1552 it ceased to be free, claiming in that year the protection of France. By the revocation of the edict of Nantes it received a blow from which it has never recovered. In 1861 it had a population of 56,888, which has increased at the present time to about 65,600.

Independently of its strategic and military importance, Metz is a place of some repute. It has a gothic cathedral whose spire towers to the height of 373 feet, a tribunal of commerce, a national college, a school of engineering, a primary normal school, a botanical garden, an *Academie Universitaire* for the Departments of Ardennes and Moselle, and a public library containing 30,000 volumes. It has also important manufactories of coarse woollen cloths, muslins, thread, machinery, and musical instruments, and an active trade, the town being a general entrepot for colonial and foreign merchandise.

Up to the year 1728 the town was nothing but an assemblage of narrow streets, dirty and badly built. It was under the active administration of the Marshal of Belle Isle that it began to be rejuvenated and ornamented. This impulse once given was not arrested; perhaps, indeed, it went too far. More than one souvenir of the ancient ages has been destroyed, which might have given us some precious relics, for which people search now in vain. But we cannot regret the transformation which has given Metz beautiful streets and courts, good wharves, well-built and delightful promenades. The houses are constructed solidly of stone, are generally of a very simple architecture, and have rarely four floors. A great number have gardens attached. Some streets on the right bank of the Moselle are very steep, and are impassable for carriages. Confined now in narrower limits than it was formerly, the city of Metz beholds a part of its monuments, its abbeys, and its churches replaced by immense fortifications.

It has become not only one of the most strongly fortified places in France, but in all Europe.

The Fortifications of Metz.

The fortified wall of Metz, on which they have not ceased working since French domination began, and which the celebrated Cormontaigne almost entirely altered a little more than a hundred years ago, is so important, on account of its strength and extent, that an army of at least 120,000 men, with an extraordinary amount of war material, would be needed to undertake its siege. There only remain of the fortifications of the sixteenth century the intrenchments of Guise, the Serpenoise tower, the gate of the Germans, and the tower D'Enfer. The gate of the Germans seems to have been preserved to give an idea of all those which formerly existed, and which have been demolished as useless since the adoption of the new system of fortifications. They were but strong castles with four towers surmounted with batteries, and having each a castellan. There are noticeable on the walls of the tower D'Enfer traces of Spanish cannon balls, and there is shown therein the dungeon where, during six months, the monks were shut up who plotted to deliver the place to the Imperial troops. The approaches to the town are defended by two forts, six lunettes, and one earth-work. These two forts were built by Cormontaigne, that of Belle-Croix, with the lunette of Cheneau—presents a development of galleries of mines of about 10,000 metres—crowns on the east the heights from which one can leap into the city. The other, called Fort Moselle, or the "Double Crown," is situated toward the north. Its works, formed of ditches full of water and flanking fortifications, make it very difficult of attack by the cannon of the enemy.

Built in 1737, the redoubt, called the "Redoubt of Pate," occupies the position of the ancient Naumachie, and forms, when they raise the waters of the Seille, an island, which one approaches by a subterranean gallery. In case of a siege, the waters of the Moselle and the Seille can be raised sufficiently to inundate the low ground to the south and southwest of the town.

Metz also contains an arsenal, one of the largest in France, with a cannon foundry attached; an armory in which 80,000 stand of arms are stored in time of peace, and a military hospital which has accommodations for 1500 patients. The ordinary garrison in time of peace is 10,000 men.

The Approaches to Metz

are through nine gates. These are as follows:—The gate Des Allemands; the gate Mazelle; the gate Saint Thiebault, the approaches of which, like those of the two preceding, are covered by small, well-cultivated gardens; the Serpenoise gate, opened for use in 1852, and which established direct communication between the city and the railroad station; the gate of France; the gate of Thionville; the Chambiere gate, opposite the island of Chambiere, where there is a battery of artillery, the central school of military pyrotechnics, the parade-ground of the garrison, the gate of the city, the abattoir, the cemetery of the first two wards; and the Jewish cemetery; the Saulcy gate, opposite an island occupied by the powder magazine, a lunette, and some wool-yards; finally, the Saint Barbe gate, at the end of the principal street of the Jewish quarter, and which serves as the means of communication between the arsenal and the fort of Belle-Croix.

At the entrance to the gate Des Allemands, on the tower to the left, is the following gothic inscription:—

Henri............De Rancoval.
Tut de cet ouvrage maitre principal 1445.

A City that Never Surrendered.

So strong, indeed, are the fortifications that its escutcheons mention as its strongest claim to renown that it has never been taken since it has been surrounded by a wall. It was that it might not debase itself that this proud city refused a passage to the armies of the Holy Alliance when they evacuated the French territory. It made them cross the Moselle on a bridge, which it constructed under the ramparts, in order to spare itself the shame and grief of such a spectacle as would be afforded by the passage of foreign armies through the walls.

The Fortified Town of Thionville

is situated seventeen miles north of Metz, on the left bank of the Moselle, within a few miles of the Prussian frontier. It is the capital of the arondissement of the same name, in the Department of Moselle; and had in 1856 a population of about 10,500, besides a garrison of 2000 men. It is connected with Metz by a railroad, and with Luxembourg and other neighboring towns by excellent roads. It has a large trade in timber, coal, grain, and iron. The forges and furnaces in the vicinity produce iron to the value of about $2,500,000.

It was to Thionville, says the historian Fredegaire, that Pepin the Little, in 753, sent his grandson Charles, at the age of twelve years, to visit Pope Etienne II. Charlemagne loved to stay at Thionville. He there passed the winter, after he had beaten the Saxons. He rested there after the conquest of Lombardy. He there celebrated the feasts of "Noel and Paques," to relieve the grief caused by the death of his Queen, Hildegarde. He there called an assemblage of the chiefs of the natian to submit to them the will which divided his estates among his three sons. Thionville took the part of the Count of Luxembourg under the sovereignty of the Emperors, when that battle occurred between Ebange and Uckange, where the slaughter was such, says the historian Bertels, that the blood of the combatants, running into the Teusch and thence into the Moselle, reddened this river as far as Thionville. Perhaps no city has changed masters as often as this one. It belonged to the Saxons in 1443, the Duke of Bourgogne in 1514, two years later to Ladislas V., King of Hungary and Bohemia, to the Dukes of Bourgogne from 1467 to 1477, to the Imperial House of Hapsburg up to 1599, to the Kings of Spain up to 1643, at last to France, of which it originally formed a part. In 1814 General Hugo, commanding the place, bravely sustained the attack of a Prussian army corps, and forced them to retire with considerable losses.

During the thirteenth, fourteenth, and fifteenth centuries, Thiroville was the best fortified place in the Luxumbourg country. One sees there yet the tower Aux Paces which serves as a magazine, some houses built against the castle preserving traces of the old wall. The shape of the place is an irregular heptagon, with half moons, countergards, and lunettes. The actual fortifications are those of Vauban and of Cormontaigne, which have preserved the bastions, rebuilt of brick, anterior to 1643. The town is inclosed by regularly laid out works with six bastions and ravelins, and covered by ten advanced lunettes. The river is bridged here, and forms an island in the centre, which is strongly fortified. The bridge is also defended by a strong bridge-head, with three bastions and two ravelins. Commanding elevations on either side of the river invite the enemy's batteries. The value of Thionville, if captured, might not be very great, so long as Metz should remain intact, unless as a secondary base for a corps of observation, since Thionville and Metz together form a base for operations on the Moselle line, Metz being far the stronger, and still enjoying easy communication with the East as well as the South and West.

The Town of Forbach,

near which the reported advance of the Prussians has been made, and their defeat by the French sustained, is the chief town of the arondissement of Sarreguemines, in the Department of Moselle. It is situated on the Nancy and Manheim Railroad, 43 miles northeast of Metz. The population is probably not greater than 6000. The situation is an admirable one, on a delightful plain at the foot of a mountain called Schlossberg. It was formerly the chief town of a grand seigniory, and for its defense a castle was built upon the top of a mountain. The ruins are still visible there. In 1718 the seigniory was erected into a duchy. In 1552 Charles V established his camp in this country, when he was preparing to lay siege to Metz. The town of Forbach, composed of narrow and winding streets, is surrounded by sandy mountains and large forests. The roads from Sarreguemines and Sarrelouis meet there, and make one of the principal outlets of Germany. It is the extreme railroad station on French soil.

THE GENERALISSIMOS.

THE PRUSSIAN LEADER.

Baron Von Moltke, the Chief of Staff to King William I.

Helmuth-Charles-Bernard, Baron von Moltke, chief of staff of the Prussian forces, and the man upon whom devolves the conduct of the war in behalf of Prussia, was born at Gnewitz, in Mecklenburg, on the 26th day of October, 1800, and is, therefore, at the present time about seventy years old. While yet young he entered the service of Denmark, having already received a theoretic knowledge of military science, and being recognized as a man of more than ordinary ability in the profession which he had chosen. At that time serious complications had already arisen between the crown of Denmark and the duchies, the chief point upon which there was dispute being royal succession. It was thought that the male line in the reigning family would soon become extinct, and a prospect of the independence of the duchies thus afforded. The project of annexing Schleswig to the German Confederation was even openly advocated in the Provincial Assembly, and young Von Moltke so sympathized with the German side of the dispute that, in 1822, he entered the service of Prussia. Here for ten years he remained in subordinate positions, displaying in each such marked superiority that in 1832 he was promoted to a place in the staff. Three years afterwards he visited the East, and was presented to the Sultan, Mahmoud II, who was then introducing into Turkey more radical measures of reform than had been effected by any of his predecessors, intending, if possible, to make the Ottoman Empire one of the first powers of the world. The Sultan knowing that Von Moltke had already achieved a reputation in his own country for his careful study and exact knowledge of the art of war, requested him to initiate him into the new strategic theories of Europe, and for several years Von Moltke was engaged in directing military reforms in Turkey—the results of which were afterward shown in the Crimean war—and assisted in the Syrian campaign of 1839. For seven years after this he saw much of European life, and wandered about the world perfecting himself in his vocation. In 1846 he returned to Prussia and was appointed aid-de-camp of Prince Henri, living at Rome, and who died in the following year. After having been engaged in several departments and in important missions, he became in 1856 the aide-de-camp of Prince Frederick William of Prussia, and two years afterwards was appointed chief of staff of the army, and yet holds that position. In 1859 he prepared the plan of an expedition, the carrying out of which was prevented by the prompt conclusion of the treaty of peace between the Emperors of France and Austria at Villafranca on the 11th day of July, 1857, shortly after the battle of Solferino. For some years previous to 1864, the chief feature of the foreign policy of Prussia had been the incessant pursuit of a plan for the annexation of the duchies of Schleswig-Holstein and Lauenburg. The crown jurists of the Government prepared a statement according to which the King of Denmark, and not the Prince of Augustenburg (a matter of about which there had been much dispute), had been, up to October 30, 1864 (the date of the treaty of Vienna), the lawful sovereign of the duchies, and by which it would appear that his right had been ceded by that treaty to the King of Prussia and the Emperor of Austria. Prussia therefore rejected all the endeavors made by the Prince of Augustenburg for the purpose of obtaining recognition by Prussia as Duke of Schleswig-Holstein, as well as the attempts made by the Federal Diet to establish its competency to settle the question of the succession. A small party among the higher nobility of the duchies were in favor of permanent union with Prussia, although the large majority of the people asked the recognition of Prince Frederick of Augustenburg as Duke of Schleswig-Holstein, both the Prince and the people being, however, in favor of making concessions to Prussia. In the war resulting, Von Moltke played a great part against Denmark, in whose service he had once been, and, as chief of staff, was joined with Prince Frederick Charles, who was called to the command of the allied troops. In this position he displayed great ability; and so remarkable were his powers that he was called to organize the war which, in the following year, took place between Prussia and Austria. The plans laid down by him were carried out—so far as circumstances would admit—to the letter. Engaged in the service of Prussia, he devoted all his energies to its advancement, and to him not less than to Bismarck was due the success of the war. Everybody must remember the excitement in regard to the news from Europe which was felt during the latter days of June and the early part of July, 1866. The fever ran high, the hatred between Austrian and Prussian being not less evident then than between Prussian and Frenchmen now, and occasioning greater disturbances. The Frenchmen, too, came in for their share of abuse, for there was no telling whether or not the Emperor of the French would interfere in the struggle and force such a conclusion of it as would suit his wishes. The enthusiasm which the cable despatches now tell us is manifested in Prussia and France—the one country shouting the praises of the arrogant William whom, with that fervor of patriotism which comes in great crises and disappears with them, they called "der alte Herr"—was as great then as now, and when King William, accompanied by Bismarck and Von Moltke, left Berlin for the seat of war, he was greeted with such cheers and demonstration as hardly have their parallel now. There were marching and countermarching, all to the tune which Von Moltke, hardly recognized then as a leader save in the private councils of Prussia, had made. At last came the news of the battle of Sadowa. The Austrians had been beaten, and Prussia had become the great power of Germany. General von Moltke was on the field near the person of the King during the fight, and under his direction the army advanced towards Vienna. On the 22d day of July General Moltke arranged a truce of five days, during which an armistice was concluded, accompanied by arrangements which assured the triumph of Prussia. Then he received from King William the decoration of the Order of the Black Eagle, an honor not less dear to a Prussian than the cross of the Legion of Honor to a Frenchman. Since that time, and until the breaking out of the present war between France and Prussia, General von Moltke has been engaged in the study of his vocation, and enjoying the deserved rewards of eminent ability. He is known not alone as a soldier, but as an author, having written "Der Dusisch-Turkische Feldzug" (The Russo-Turkish Campaign), Berlin, 1835; "Biefe Ueber Zustaende und Begebenheiten in der Turkei" (Letters on the Condition of Turkey), 1841; and in 1859 he directed the official publication of the "Campaign in Italy."

THE FRENCH LEADER.

Marshal MacMahon, Duc de Magenta, Napoleon's Chief General.

Marshal MacMahon, who holds chief command of the French army has well earned the reputation of a brave and skilful soldier. He is now sixty-two years of age, having been born at Sully in July, 1808, and deriving his descent from an Irish family who risked and lost all for the last of the Stuart kings, and then carried to France their national traditions, ancestral pride, and historic name to mingle their blood by marriage with that of the nobility of their adopted country.

His father was a lieutenant general in the armies of France, and had him educated at the military school of St. Cyr. At the age of nineteen he was sub-lieutenant in the 4th Hussars. He exchanged into a regiment bound for Africa, where, on the hill of Monzal, General Clanzel rewarded him with the Cross of the Legion of Honor on account of the reckless daring he had displayed. An incident in the African campaign shows his intrepid character. At the close of the successful battle of Terchia, General Achard wished to send an order to Colonel Rulhieres at Blidah, between three and four miles off, to change the order of his march. This commission he entrusted to MacMahon, and offered him a squadron of mounted chasseurs as an escort. He declined their protection and rode off alone. His journey lay entirely through the enemy's country, which was rugged and irregular. About 600 yards from Blidah lay a ravine, broad, deep, and precipitous. MacMahon had risen close to the ravine, when suddenly he beheld a host of Arabs in full pursuit of him from every side. One look told him his chances. There was no alternative than to jump the treacherous abyss or be butchered by his pursuers. He set his horse's head at the leap, put spur and whip to it, and cleared the ravine at a bound. The pursuing Arabs, dismayed, ventured no further, and only sent after the daring soldier a shower of bullets as horse and rider rolled over on the other side, with the poor steed's leg broken. At the attack on Constantine he received further promotion. He continued connected with African warfare and public affairs until the opening of the Russian war, when more favorable opportunity to attain military fame presented itself. On the 8th of September the perilous honor devolved on him of carrying the Malakoff, which formed the key of the defenses of Sebastopol. The impetuous ardor of his troops proved irresistible. They entered the works and maintained for hours a desperate conflict with the Russians. Pelissier, the Commander-in-Chief, believed the fort was mined. He sent MacMahon orders to retire. "I will hold my ground," was the reply, "dead or alive." Success crowned his bravery, and the tricolor soon floated above the fortress.

After more brilliant services in Algeria, the Austrian war next called him to the field. In one week from the commencement of hostilities the French had driven back the Austrians across the Ticino, turned their flank, and forced them to give battle. With a suddenness which the French had not anticipated, the Austrians, on the 4th of June, 1859, with a force of 150,000 men, attacked the advancing French at the bridge of Magenta. The choicest French troops were there, and they met the attack with unbroken front, and drove back the foe with loss. But the Austrians, reinforced at every moment, seemed destined to be the victors. MacMahon with the force under his command had early in the day crossed the river further up to execute a flank movement. He heard the booming of the guns, and in a moment realized the situation. Hastily reversing his orders he advanced against the enemy. The movement proved decisive. The Austrians were utterly routed and fled in disorder, leaving 7000 prisoners in the hands of the victors, and 20,000 soldiers killed and wounded on the field of battle. In 1861 MacMahon, now Duke of Magenta, attended the coronation of William of Prussia, whom now he encounters in deadly warfare. In physical appearance Marshal MacMahon is rather below the middle size, with small but well-shaped face and head, and spare, lightsome figure.

LEGAL INTELLIGENCE.

The Arrest of George Rankin.

Court of Quarter Sessions—Judge Paxson.

During Saturday's session a warrant was issued by Judge Paxson for the arrest of George Rankin, upon the oath of August Meyler, who pleaded guilty to perjury by swearing falsely when offering himself as bail in this court, and who swore that Rankin procured and paid him so to swear. This morning Rankin surrendered himself into the custody of the court, denying the truth of the charge, and asked that bail be allowed and the earliest day possible be fixed for a hearing. The Judge fixed the bail in $5000, and named to-morrow at 10 o'clock.

Business was considerably delayed this morning by the return of a new panel of jurors for the second period of the term, which began to-day.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, July 18, 1870.

There is a more settled feeling in financial circles to-day, and all the markets show a firmer tone, owing to the certainty of a European war, and the impression that its continuance will enhance the market value of all classes of American securities. There can be no doubt also that the adjournment of Congress closes a period of financial agitation which has been the chief cause of the disturbance during the last six months.

Loans are quite active this morning, and the tone of lenders is evidently towards a higher range of figures before many days are past. To-day 4@5 per cent. is the range for demand loans and 6@7 per cent. for discounts of 30 to 60 days. 7½ per cent. is readily obtained on all paper beyond the latter term.

Gold is very active, the sales opening at 117¾ and advanced steadily up to 120 before noon.

Government bonds are weak, prices showing a decline of about ½ per cent.

The stock market was active and prices were strong, but showed weakness at the close. City sixes sold at 101⅜. Lehigh gold loan changed hands at 89¼ for the 500s.

Reading Railroad was strong at the opening, with sales at 49¾@49·81, but closed at 49½; Pennsylvania improved, selling at 57⅞@58; Oil Creek and Allegheny sold up to 46½; Camden and Amboy at 120½; and Lehigh Valley at 57⅛. The balance of the list was quiet, the only sales being in Morris preferred at 70.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro, No. 40 S. Third street.

BEFORE BOARDS.

$10000 Amer Gold.................................118¾

FIRST BOARD.

$700	City 6s, New.	101⅜	300 sh	Read R...ls.	49¾
$1500	N Penna 6s.	94	100	do.....b30.	49¾
100 sh	O C& A R 2d.	46½	100	do.........	49¾
12 sh	C & A R.c&p. lots...	120½	100	do......b5.	49¾
7 sh	Leh V R.....	57⅛	27	do..opg ls.	50
20 sh	Penna R....	57⅞	200	do....s5 ls.	49¾
3	do.........	58	100	do......b3.	49¾
7 sh	Mor Cl Pf...	70	100	do......b5.	49¾
400 sh	Read R...ls.	49·81	500	do......2d.	49·69
100	do.........	49¾	100	do.........	49⅝
200	do....	49·81	400	do	49⅝
			2	do.....trf.	49½

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 113¼@113⅞; 5-20s of 1862, 109@109½; do., 1864, 108¾@109¼; do., Nov. 1865, 108⅞@109⅛; do. do., July, 108½@108¾; do. do., 1867, 108⅝@108⅞; do. 1868, 108⅞@109; 10-40s, 107@107½; Pacifics, 112@113. Gold, 118@119½.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 113¼@113⅞; do., 1862, 109@109½; do. 1864, 108¾@109¼; do. 1865, 108⅞@109⅛; do. 1865, new, 108½@108¾; do. 1867, do. 108⅝@108⅞; do. 1868, do., 108⅝@108⅞; 10-40s, 107@107½; U. S. 30 Year 6 per cent. Currency, 113¼@113⅝; Due Comp. Int. Notes, 19; Gold, 119¾@120½; Silver, 112@114, Union Pacific R. R. 1st Mort. Bonds, $820@840; Central Pacific R. R., $875@895; Union Pacific Land Grant Bonds, $760@785.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—
10·00 A. M....117¾@122⅛ | 12·30 P. M...........121½

Philadelphia Cattle Market.

MONDAY, July 18.—The market for Beef Cattle is quite dull, and prices have declined. Sales of choice at 9@9½c.; fair to good at 7½@8½c., and common at 5@7c. per lb. gross. Receipts 2163 head.

The following are the particulars of the sales:—

Head.
87 Owen Smith, Western and Penna., 7½@9½.
130 John Smyth & Bro., Penna., 7½@9¼.
45 Dennis Smith, Penna., 7½@8½.
56 A. Christy, Western, 8½@9¼.
57 J. Chirsty, Western, 8½@9¼.
118 Dengler & McCleese, Western, 8@9.
66 P. McFillen, Western, 8@9.
50 P. Hathaway, Western, 7½@8½.
73 J. S. Kirk, Western, 7½@9.
54 B. F. McFillen, Western, 7@9.
100 J. McFillen, Western, 8@9.
85 E. S. McFillen, Western, 8@9½.
90 Ullman & Bachman, Western, 8@9½.
275 J. J. Martin & Co., Western, 7@9½.
104 Mooney & Miller, Western, 7½@9.
50 Thomas Mooney & Bro., Western, 5½@9½.
92 H. Chain, Western, 7@8½.
58 Joseph Chain, Western, 7@8½.
70 J. & L. Frank, Western, 7½@8½.
50 Gus. Schamberg, Western, 8@8½.
75 Hope & Co., Western, 8@9½.
75 John McArdle, Western, 7@9.

Cows are in steady request at $60@80 for extra, and $50@60 for common, the latter for cow and calf.

There is a fair degree of activity in the sheep market, and prices are steady; sales of 9800 head at the Park Drove Yard at 5@6c. per lb. Stock at $2@3 per head, good lambs from 8½ to 9c. per lb., and common do. at $2@2·50 per head. About 4000 head sold at the Avenue Yard at the same figures. Hogs are unchanged. Sales of 2545 head at $11·50@13, the latter for corn fed.

SECOND EDITION

LATEST BY TELEGRAPH.

THE WAR IN EUROPE.

Russia for Prussia.

Norway and Sweden Strictly Neutral

Switzerland's Armed Neutrality.

FROM EUROPE.

English Neutrality.

LONDON, July 18.—The *Morning Post* has a double-leaded article to-day containing the following sentence:—"Any violation of Belgian neutrality ends England's neutrality."

The War Beginning to Tell on Commerce.

The steamship Leipsic, of the North German Lloyds, will not sail for Baltimore as advertised, being detained at Southampton until orders from Germany. All the Prussian merchant vessels now in British ports will remain. Their crews have abandoned them and are returning home. There are in our ports many German colliers. These, too, have been ordered to remain, lest their cargoes should fall into the hands of the French.

Prussia Not Quite Ready.

The *Times* in an editorial this morning expects to be obliged to chronicle Prussian reverses at first, owing to the superior preparations and efficiency of the French army. Prussia needs at least another fortnight to get altogether in readiness.

The End not to be Seen.

In another editorial the *Times* says:—"France, without a shadow of excuse or justification, plunges Europe in a war of which no person living can see the end."

The American Mails.

The Washington Government will be urged to provide for the transportation, under a neutral flag, of the Brest and Southampton mails recently carried by the North German Lloyds, the Hamburg American Company, and the Compagnie Generale Transatlantique.

Norway and Sweden Strictly Neutral.

STOCKHOLM, July 18.—It is assured that Norway and Sweden will remain strictly neutral in the question between France and Prussia.

Switzerland to Maintain an Armed Neutrality.

ZURICH, July 18.—Switzerland will maintain an armed neutrality. The Chambers have voted plenary powers to the State Council to raise money and troops.

Russia Pronounces in favor of Prussia.

LONDON, July 18.—A panic has arisen from a rumor that the Emperor of Russia pronounces in favor of Prussia, and mobilizes the Russian army. This rumor paralyzes everything. The stock market here and in Liverpool is merely nominal. There have been no genuine transactions.

Sweden's Neutrality.

COPENHAGEN, July 18.—The neutrality of Sweden has just been officially announced, the Government having previously communicated with France.

France and the South German States.

PARIS, July 18.—France demands a decision from the South German States by noon to-day as to their position in the coming struggle.

The Casus Belli.

BERLIN, July 18.—The official press assert that Benedetti, lately the French Ambassador to this city, courted an insult by repeatedly waylaying and addressing King William after he had received Prussia's ultimate answer and renewing his insolent demand. It is said that Benedetti was not recalled by the French Government, but had a leave of absence granted him on another matter altogether foreign to the question at issue.

Commanders of the French Army.

PARIS, July 18.—Marshal Canrobert commands the 1st Army Corps; the Duke of Palikao the 2d; General Frossard the 3d; Marshal MacMahon the 4th; and General Failly the 5th. Marshal Bazaine will command the Imperial Guard and reserve.

The *Figaro* of to-day, in order to show why France distrusts Belgium, mentions the fact of General Briolmant's appointment to the command of one corps, and of Chazel to another. The former served in the French army many years ago, and held other offices of trust under the French Government, but resigned on account of difficulties with his superiors, and left the country.

General Chazel has recently been conspicuous in urging conformity of calibre of Belgian cannon with that of the Prussian. Both of these generals command on the French frontier.

This Morning's Quotations.

LONDON, July 18—11·30 A. M.—Consols, 91⅛ for both money and account. American securities heavy. United States five-twenties of 1862, 85; of 1865, old, 85; of 1867, 85; ten-forties, 84. Stocks flat and nominal. Erie Railroad, 16; Illinois Central, 103; Great Western, 23.

LIVERPOOL, July 18—11·30 A. M.—Cotton heavy and nominal; middling uplands, 9⅜d.; middling Orleans, 9½d. The sales to-day are estimated at 9000 bales. California Wheat, 12s.; red winter, 11s. Flour, 26s.

FROM WASHINGTON.

Naval Appointment.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 18.—Secretary Robeson has appointed Surgeon Charles D. Maxwell temporary inspector of naval hospitals.

The Naval Examining Board

at the Navy Department, Rear-Admiral Joseph Smith, President, has been granted a recess until the 1st of October.

The Brooklyn,

at the Philadelphia Yard, is to be fitted out with despatch for active service.

The American Exiles.

A letter has been received by Secretary Robeson, signed by the head of five families of the American exiles in Brazil, who recently arrived at Charleston, S. C., on board the United States steamer Quinnebaug, acknowledging the munificence of the Government in rendering them the means to return to their homes, after four years' ill fortune and hardships, and through Secretary Robeson express to the President and Secretary of State their respect and gratitude.

Sentence Commuted.

Assistant Paymaster H. C. Machette was tried by court martial on board the Wasp in March last, was found guilty of the charges preferred against him, and sentenced by the court to be suspended from rank and duty for two years, losing the sum of eight hundred dollars, and to be reprimanded in fleet general orders. The department approved the sentence, but as the court recommended clemency in the case, and there appearing in the records mitigating circumstances, his sentence has been mitigated to six months suspension from rank and duty, to take effect from March 23, 1870. The forfeiture will be two hundred dollars.

The Case of Engineer Harrison.

First Assistant Engineer W. H. Harrison, United States navy, who returned here in the Quinnebaug under sentence, and in whose case the department has previously issued general orders, has been personally informed by letter of his dismissal from the South Atlantic Squadron and suspension from rank for two years and forfeiture of pay.

Lieutenant Doyle Pardoned.

The following general order has been issued from the head-quarters of the army:—By direction of the Secretary of War, upon the recommendation of the Judge Advocate General, the sentence in the case of Second Lieutenant E. Doyle, 10th United States Cavalry, to be suspended from rank and pay proper for the period of six months and to be confined to the limits of the post at which this company may be serving for the same, is hereby remitted.

Lieutenant Doyle will accordingly resume his sword and report for duty. By command of General Sherman.

E. D. TOWNSEND, Adjutant-General.

FROM FORTRESS MONROE.

The Quartermaster's and Subsistence Departments Broken Up.

Correspondence of the Associated Press.

FORTRESS MONROE, Va., July 16.—With the admission of Virginia to her old place in the Union, and the withdrawal of all troops from her limits, with the exception of this post, it has been deemed unnecessary to continue the Quartermaster's depot at this place, which was established here during the war. The Quartermaster's Department has in store here a large supply of material for issue to troops, while there is also in store enough clothing and camp and garrison equipage to supply the entire army for several years to come.

The absence of any troops in this section to which these supplies could be issued has caused the promulgation of the following order from Department Headquarters:—

HEADQUARTERS DEPARTMENT OF THE EAST, NEW YORK, July 13, 1870.—I. The Quartermaster's and Subsistence Departments at Fortress Monroe, Va., will be immediately broken up. All property of the Quartermaster's Department in them, which may not probably be required for the Post and Artillery School within the next six months, will be immediately shipped to Philadelphia, Pa., or Jeffersonville, Indiana, as the Quartermaster-General may direct, and all employes connected with these depots will be discharged, and all animals sold, as soon hereafter as possible.

II. As soon as he can ship the property in his charge, and turn over what may be required for the post and school to the quartermaster, Military Storekeeper C. A. Alligood, United States Army, will be assigned to another station.

III. Brevet Major-General W. F. Barry, Colonel 2d Artillery, is charged with the execution of this order, and with its being as thoroughly and expeditiously done as possible.

By command of Brevet Major-General McDowell.
CHAUNCY MCKEEVER, Asst. Adjt.-General.

As a measure of economy this order will be a success as far as this post is concerned, as it will reduce the expenses two or three thousand dollars a month. It will discharge a number of clerks, mechanics, teamsters, and laborers.

A General Court-Martial

has been convened here for the trial of such cases as may be properly brought before it. The following-named officers comprise the court:—President, Brevet Major-General William F. Barry, Colonel 2d Artillery; Brevet Lieutenant-Colonel Samuel N. Benjamin, Captain 2d Artillery; Brevet Lieutenant-Colonel E. R. Warner, Captain 3d Artillery; Brevet Major J. B. Campbell, Captain 4th Artillery; Brevet Major J. R. Kelly, 3d Artillery; Brevet Captain G. V. Mier, 5th Artillery; Brevet Major J. G. Dudley, 2d Artillery; Lieutenant J. J. Driscoll, 1st Artillery; Brevet Captain F. Fuger, 4th Artillery; and Lieutenant Nat. Wolfe, 2d Artillery, Judge Advocate.

FROM BALTIMORE.

Fatal Sunstrokes.

BALTIMORE, July 18.—There have been 12 or 15 cases of sunstroke within the past two days, five of them fatal.

Assault on a Convict.

Yesterday afternoon, at the Maryland Penitentiary, Thomas Hoffman made a desperate assault on a fellow convict named Howard, alias Greer, and inflicted several severe wounds with an ordinary case knife before Greer could be rescued. Both parties were serving sentences of 10 years for the robbery of an express messenger about a year since.

Suit Against a Railway Company.

Suit has been instituted in the Superior Court by the State of Maryland against the Baltimore and Ohio Railroad Company to recover $250,000, one-fifth of the receipts from passenger travel on the Washington branch from January 1st to July 1st, 1870.

FROM THE PACIFIC COAST.

The Australian Steamers.

SAN FRNCISCO, July 16.—It is stated that Webb's line of Australian steamers will commence service immediately, regardless of the action of Congress on the subsidy question.

The Southern Pacific Railroad.

Mayor Selby has filed a petition contesting the legality of the recent election which carried the proposition to grant a one million subsidy to the Southern Pacific Railroad. He alleges fraud and forgery.

San Francisco Quotations.

There were no transactions in Breadstuffs to-day. Holders anticipate an advance. Mining stocks are still demoralized. Alpha, 7; Belcher, 7; Chollar, 31; Crown Point, 5; Gould & Curry, 43; Hale & Norcross, 87; Ophir, 19; Overman, 34; Savage, 31; Yellow Jacket, 30.

FROM THE SOUTH.

The Troubles in North Carolina.

RALEIGH, N. C., July 18.—Kirk arrested several citizens of Alamance county on Friday. A writ of habeas corpus granted by Chief Justice Pearson on Saturday was served on Kirk yesterday, and he refused to obey, saying, "That sort of thing has been played out." The charges against those arrested were not made known. There was no warrant sworn out against them. They are some of the first citizens of this county, and trouble is anticipated.

An injunction will be served out to-day forbidding the State Treasurer from paying money for the State troops. There is no insurrection and no resistance to the civil law in the State.

Philadelphia Trade Report.

MONDAY, July 18.—The Flour market is decidedly stronger, and we advance our quotations fully 25 cents, owing to the advance on the premium on gold and the continued warlike European advices. The sales foot up 3500 barrels, including superfine at $5·25, extras at $5·37½@5·50; Northwestern extra family at $6·50@7, the latter rate for choice Minnesota; Pennsylvania do. do. at $6·50@7; Ohio do. do. at $7@7·50, the latter rate for fancy; and Lancaster county do. do. at $7. Rye Flour may be quoted at $5@5·50. In Corn Meal no transactions.

The Wheat market is firm, and we advance on quotations 5@8c., with a good demand for prime lots. Sales of 800 bushels Ohio red at $1·58, and 800 bushels Tennessee and Indiana amber at $1·60. Rye ranges from $1 to 1·08. Corn is taken at an advance of 2@3 cents; sales of 1500 bushels yellow at $1·10@1·12; 8000 bushels Western mixed at $1·05@1·06. Oats are unchanged. Sales of Western at 60c., and Pennsylvania at 64@65c. In Barley and Malt nothing doing.

Whisky is firm, with an improved tendency. Holders are asking $1·08 for Western iron-bound. A sale of wood-bound at $1.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE TRUE MEANING OF THE WAR.

From the N. Y. Times.

The die is cast. The Emperor Napoleon has once more stirred the blood of France by appealing to the last arbitrament of battle. We believe that this will be one of the most popular wars in which France has ever engaged. The same state of feeling exists in Prussia and North Germany. It is a contest the issue of which no impartial observer can pretend to foresee. Sympathies on one side or the other may lead people to predict success for France or Prussia; but in reality all that is certain is that the struggle must be one of the most desperate ever witnessed on the battle-grounds of the Old World. Those who suppose that France will easily succumb little understand the character of her people or the resources of the empire. On the other hand, there are more powers than one in Europe anxious to see Prussia humiliated. The smaller powers which she absorbed soon after the Austrian campaign may not, perhaps, be able to do her much harm; but Austria would be only too eager to embrace any opportunity of avenging Sadowa. When once the torch of war is lit in Europe, no man can tell how vast may be the devastation which it spreads.

Since the Italian war of 1859 it has been the boast of French statesmen and publicists that the Second Empire had introduced a new idea into European politics—that of nationality—and that the Emperor had shown, by refraining on that occasion from territorial aggrandizement, that he was capable of going to war for an idea. The fatal expedition to Mexico was justified on the ground of the solidarity of the Latin race, whether settled in the Old World or the New. It is tolerably certain that the declaration of war just promulgated will be justified in France as a step necessary to free a Scandinavian populace from a German yoke, and to restrain Prussian ambition from its designs on the Peninsula. In short, the unfulfilled article of the treaty of Prague, which relates to Denmark, and the late Hohenzollern candidature for the throne of Spain, will be the grounds on which the war will be eventually defended. Rightly or wrongly, however, the rest of the world will see in the present outbreak of hostilities an effort on the part of France to rectify her frontier, and to possess once more the left bank of the Rhine. For this represents a national desire older than the enthusiasm for freeing subject races, older than the concern for the balance of power, older even than the revolutionary propaganda which ended by changing the face of Europe.

Startling as it may appear, the historical fact of a Rhine frontier is 1400 years old. It came in with the Franks when they overran the Roman province of Gaul in the fifth century; it was established by Clovis, the first of Frankish kings; it was restored and then overleaped by Charlemagne, the "Emperor of the West," three centuries later; the great Philip Augustus made, in the beginning of the thirteenth century, a forty years' reign glorious by ruling over a territory that extended from the Rhine to the Pyrenees. Louis, the saint, retained the Rhine boundary, and added Provence and Languedoc, while Louis Quatorze, "the great monarch" *par excellence*, convulsed Europe, at the end of the seventeenth century, by his efforts to regain the provinces on the left bank of the Rhine, which had been wrested from his predecessors. Napoleon I only fulfilled a national aspiration when he made Flanders, Luxembourg, and other territories between the Rhine and the sea an integral portion of the First Empire, and Napoleon III is perfectly aware that he would cover his name with imperishable glory by making the Rhine, the Pyrenees, the Alps, and the ocean the boundaries of modern France.

It needs but a superficial glance at the map to perceive that there is a species of territorial fitness in this much-coveted Rhine frontier. Beginning at the Mediterranean, France is separated from Italy by the Var and the Alps; from Switzerland by the Rhone and the mountains of Jura; and, finally, from the Grand duchy of Baden by the Rhine. Just at the angle which the Lauter forms by falling into the Rhine, the natural boundary ceases, and an imaginary line commences, which runs to the North Sea. Taking this line as the base of a triangle, and the further course of the Rhine and the sea-coast as the two sides, we have a territory one-half of which is occupied by the kingdom of Belgium, and the other by Rhenish Bavaria, Rhenish Hesse, Rhenish Prussia, and a small slice of Holland, comprehending a superficial area which may be roughly stated at 24,000 square miles, occupied by a population which probably numbers nine millions. In language, not over three millions of these speak French, the remainder using either Flemish, Dutch, or German, with an occasional admixture of *patois*, compounded out of some two of these four languages. So far as national sympathies go, the German populations and the Flemish sections of Belgium have an intense aversion to France, while the avowed partisans of an extension of the empire only exist in some of the large cities of Belgium, and even there have but little power or influence.

Any obvious determination on the part of France to make a comprehensive annexation of the left bank of the Rhine would probably be a signal for a contest from which scarcely any of the great powers of Europe could stand aloof. The independence of Belgium is guaranteed by Russia, Prussia, Austria, and England, as well as by France. On the partition of Europe in 1815 it was given to the King of Holland, and after the successful revolution in 1830, the same powers that had consented to the treaty of Vienna concluded a fresh agreement in London, which made the maintenance of the newly created kingdom, shortly after accepted by Leopold of Saxe-Coburg, a question which each and all of them would be obliged to support by force of arms. The Prussian possessions on the left bank of the Rhine may probably become the immediate theatre of war, and the development of French policy will, no doubt, be mainly guided by the success or failure of the early operations there.

It will be seen that England used great efforts to prevent the final rupture, but of course in vain. The reasons assigned by the Emperor for declaring war are the insult offered to Count Benedetti, which certainly seemed to show that Prussia was not particularly anxious to maintain peace; and the attitude of Prussia in relation to Prince Leopold and the Spanish crown. The Spanish revolution has thus, after more than two years of mismanagement, resulted in a war between two of the greatest powers in the world. "Let us cross the Rhine," says Napoleon, "and avenge the insults of Prussia." It is quite clear that at this moment all France echoes back the Emperor's words.

AMERICAN INTERESTS AND THE EUROPEAN WAR.

From the N. Y. World.

One of the most humiliating illustrations which has yet been given of the incapacity and lack of forecast of the American Government in its present hands was furnished by the disregarded message of President Grant on the war which has so suddenly broken out in Europe. General Grant is quite right in supposing that we are in no state of preparation for the great emergency which has arisen in the affairs of nations. It is to be regretted that in a conjuncture so momentous we have a President who does not command the respect of his own party in Congress. The slighting estimate in which all General Grant's opinions and recommendations on public affairs are held is a fatal impediment to his usefulness, and to the weight of the Government in its international intercourse. His views are so habitually contemned and repudiated, that if a crisis should arise requiring prompt executive action, either in the assertion of our rights or the protection of our interests, the uncertainty of foreign powers whether the executive would be supported by the people would cast an air of infirmity over our Government at a time when it ought to maintain an attitude of imposing strength.

Congress was not perhaps very far wrong in the contemptuous treatment it bestowed on General Grant's message. It was doubtless absurd to expect Congress to mend the errors and omissions of a whole session, and of a long series of years, by hasty impromptu legislation at this late day. If Congress had complied with the President's wish and prolonged its session, it would have got into an inevitable wrangle, and adjourned a few days or weeks later without reaching any conclusion. It is impossible to extemporize a commercial marine and an adequate navy. The decay of our shipping and the uselessness of our public vessels is the consequence of years of neglect and mismanagement; and years will be necessary for regaining our lost strength and prestige on the ocean. These subjects have engaged much attention during the session, but the discussions have served no other purpose than to disclose the incompetency of Congress to devise any remedy. It would be idle to take them up again and make a new display of the same hopelessly dissentient ignorance. If this Congress acted on them under the stress of a sudden emergency, its action would be hasty, rash, and crude, and be likely to cause more mischief than it would prevent. Nothing is therefore lost by the contemptuous disregard which Congress has shown for the President's wishes.

But General Grant is clearly correct in his feeling that the country is in no state of preparation for the exigencies incident to a great European war. We, of course, do not expect to be drawn into the struggle. Our policy is strict, impartial neutrality; and in this view the crazy inefficiency of our navy is of little immediate consequence. But we are in no condition to reap the advantages of neutrality. If we held the same maritime rank which we did in 1860, the abundance of our shipping would render a European war between two maritime nations a great harvest for American commerce. The merchant vessels of France and Prussia are exposed to capture and confiscation by the ships-of-war of their enemy. The war, by crippling their commerce and raising rates of insurance, will throw a great amount of business into the hands of such neutral nations as possess the means of transportation. In former wars, we have enjoyed the full advantages of our neutral position, and have been among the chief carriers of the commerce of the world. In the great Napoleonic wars in the early part of this century, we laid the foundations of our subsequent maritime greatness by the profitable employment given to American merchant vessels by the interruption of European commerce. In the present war, Great Britain will monopolize the advantages which we should share with her if our Government had not blindly ruined our shipping and reduced us to abject dependence on foreign vessels even for our own trade. Without ships for the transportation of our own merchandise, we are of course in no condition to profit by our neutrality, and grow rich as enterprising carriers for other nations. While we have been occupied in oppressing and humiliating the South and keeping alive the exasperating controversies which ought to have closed with the civil war, our maritime importance has dwindled under the blighting effects of bad legislation, until our improvident Government is suddenly awakened to a sense of national loss and insignificance by the shock of a great European war.

Our navy is in a state of dilapidation almost as humiliating as the destruction of our mercantile marine. It has recently been confessed in Congress, by committees who have investigated the subject, that the money lavished on our navy for the last seven or eight years has been misapplied and wasted, and that we have very few ships of war fit for ocean service. When other nations are at war, we cannot afford to be weak. Our security against trespasses and insults depends upon our ability to inflict prompt chastisement. The proper attitude of our Government is one of vigilance and conscious strength. Instead of this, we are in a position of conscious and (since the President's message) proclaimed weakness.

The interruption of industry on the Continent, the waste of war, and the bad harvests which have happened to fall this year, will create a demand for our productions; and we have a strong interest in keeping open the channels of commerce and preventing any infringement of the rights of neutrals. We cannot afford to hold these rights at the mere mercy of other powers; but our naval weakness in this conjuncture subjects us to that mortifying necessity.

These are among the heavy penalties we pay for intrusting our Government to demagogues and fanatics instead of statesmen capable of appreciating the exigencies of national life, and possessing the foresight and wisdom to provide for them.

INFALLIBILITY—WHAT IT DOES AND DOES NOT MEAN.

From the N. Y. Tribune.

The adoption of the dogma of infallibility does not impose a new faith upon Roman Catholics. With the theological aspects of the case we have nothing to do; and the varying opinions of Roman Catholic theologians we do not now consider; but we state as an undeniable fact that the Roman Catholic laity firmly believe in the infallibility of the Pope; that they believed in it before the council voted, and even before the council was called; that in fact this body has only now enacted into a dogma what has long been the simple, unquestioning faith of Roman Catholics in general throughout both Europe and America. Many may have doubted the wisdom of proclaiming the faith; but practically all have held it.

Neither does the adoption of this dogma threaten any schism in a Church which, by reason of its age, its vast extent, and its powerful hold upon the minds of so large a proportion of the civilized world, must long remain an object of profound interest alike to friends and foes, to statesmen as well as to theologians. The Armenians and others who, like them, have hung loosely on the skirts of Roman Catholicism may secede; but neither in Europe nor America will there be any serious, open disturbance of the harmony of the faith. We have not been allowed to print the debates, and only vague details of the actual proceedings in the council have reached the public eye; but whatever disputes there may have been among the theologians, there are likely to be none before the people.

What the proclamation of this dogma does is to sharpen the antagonism between Roman Catholics and the outside world, and to dwarf the powers and influence of their own hierarchy outside of Rome. It is a movement of separation and of centralization; it builds a Chinese wall between the world of modern progressive thought and the Roman Catholic Church, and it gathers the powers of that Church more and more within the limits of the city of Rome.

Between Roman Catholics and the rest of the world there is henceforth an outward and visible sign of a separation that is immutable. Roman Catholics do believe the Pope infallible. No other human being can possibly believe it; its influence upon systems of faith, modes of thought, developments of ideas, tendencies of progress, must be ineradicable, and the formal adoption of the dogma sharpens and intensifies it.

The real secret of the long struggle in the council (aside from this view of the influence of the dogma upon the relations of the Church to the world) was undoubtedly the hostility of the outside hierarchy to what may be called the Church politics of the movement. In proportion as it centralizes power in Rome, it withdraws it from the other bishoprics. It exalts the successor of St. Peter, but dwarfs the bishops of remote regions; tends to gather patronage in Rome at the cost of Dublin and St. Louis; and more and more gives over the control of the affairs of the Church to the management of the Italian bishops and the bishops *in partibus* by whom the majority in the council in its favor has been made up. And it may safely be accepted as an end of Œcumenical Councils. There is no further need of such convocations to declare the faith of the Church, when the Church has formally proclaimed its belief that such a declaration by the Pope alone would be infallibly correct.

RATIONAL INTOLERANCE.

From the Pall Mall Gazette.

We have frequently pointed out, and insisted upon the fact, that some of the principles which are usually regarded as the most brilliant discoveries of modern times are in reality suitable only for very peculiar circumstances, and are therefore likely to become superannuated, and to cease to have any effect at all, after the lapse of a comparatively short time. The most glaring instance of this is to be found in the doctrines of which the toleration or rather the recognition of the civil equality of all religions may be regarded as the centre, and the growing popularity and probable ultimate establishment of the voluntary system in most parts of the civilized world as the most striking practical development. Most people now regard these doctrines as established beyond the reach of controversy. They are among the very first articles of the political and social creed of the great bulk of educated men; yet they are far from being absolutely true—they are a compromise which is destined sooner or later to be broken up, and we cannot doubt that the time will come when they will be as much exploded as their opposites are at present supposed to be. We have more than once given our reasons for this opinion. Those reasons are that toleration and the voluntary system can be justified upon one supposition only—namely, that rational certainty upon religious questions is unattainable, that we must be content with probabilities, that probabilities differ in force according to the constitution of the mind which contemplates them, that society can be constituted independently of religion, and that there is practically no limit to the extent to which religious theory, and that amount of practice which is involved in its sincere adoption, can be permitted. The practical inference from this view is the state of things as to all the moral and religious functions of society which we see around us. More and more the State in nearly every part of the world ceases to make any claim on what we may call the spiritual allegiance of its members. More and more decisively does it restrict itself, or appear to try to restrict itself, to what are substantially police functions, and to abandon the whole spiritual side of things, religion in all its forms, education in most of its forms, charitable efforts in nearly all their forms, to voluntary associations, standing to the State in all sorts of relations—some of them in a relation of independence, allied or defiant, as the case may be, and others in an attitude of dependence for some purposes and independence for others, like that of a joint-stock bank or a railway company, which promote the private objects of their shareholders subject to rules and contracts which are sanctioned and if necessary enforced by the law of the land. As this state of things has lasted for what in relation to the length of individual life must be called for a long time—say, as regards this country, that it has lasted for the best part of a century, and has been gradually coming to maturity for nearly two centuries—it is not perhaps unnatural that people should regard it as a permanent condition of human society. We think, however, closer observation will show that this is not the case: that the doctrine is false in itself and unsuited to human nature, and that though a great length of time will probably elapse before it is seriously infringed to any extent, signs are plentiful in all directions of the fact that it is in reality lame and impotent, and that the unqualified admission of its truth would in the course of time break up human society and transfer the allegiance of mankind from States to Churches and other bodies armed not with the legal but with the religious and popular sanctions.

Any one who will glance over the subjects on which any great State is called upon to legislate, and which are part of the undisputed province of jurisprudence, will readily perceive that legislation without a moral basis is simply impossible. The three great heads of legislation, in whatever shape, are the Law of Crimes, the Law of Personal Relations, and the Law of Government. Every one of these branches of law rests upon morals; and though it is undoubtedly true that law exercises an all but irresistible influence over the growth and development of moral ideas, it is no less true that the laws which a given body of legislators make will always depend upon the standard of morals which they acknowledge as being of authority, and on the religious beliefs which they are accustomed to accept as being true. The whole law of crime, everything, for instance, which relates to liability to punishment, to the object and nature of punishment to the conceptions of rights of property and person which pervade every definition of crime, has a direct reference to morals or religion, or both.

RUSSIA IN THE OPENING CONTEST—WHAT PART WILL SHE PLAY?

From the N. Y. Herald.

Has Russia forgotten Sebastopol? Thereby hangs a tale. The Czar Nicholas was hurried to the grave by the check he and the policy handed down to him by Peter the Great met in the Crimea. Has not this reflection been the canker-worm gnawing at the heart of the Czar Alexander. An empire headed by the magical name of Napoleon has arisen in the West to rival if not to overshadow the grandeur of that magnificent empire which "the Prince of Rosch, Moschk, and Tobolsk" even in biblical prophecy was predestined to build up in the East. What power stood in the way, then, of Russian advance to that city of Constantinople which even the First Napoleon admitted to be the key of the East? Austria, is the historian's and the statesman's answer. Austria was crippled. By whom? First, by France under the present Napoleon, at Magenta and Solferino, and then by Prussia, at Sadowa, compelling her to relinquish Venice. To-day she is shattered by dissensions in Hungary, in Croatia, in Slavonia. Has Russia anything to do with this? Oh! not at all. The Panslavonic feeling, however, is at work, and that contemplates the building up of an empire in the east of Europe, partly at Austria's expense, which will not be hostile to Russia or an impediment in her way. The recent Austrian elections, take them as you will, prove this.

Has Austria anything to fear from Prussia? Why, she is allied with her in blood; and Prussia faces and marches southward and westward, while Russia faces and moves southeastward. They act in parallel, not in rectangular lines.

What adversary, then, still stands, as in the Crimea it stood, antagonistic to the Russian advance upon the Golden Horn and the Holy Sepulchre? France! France at Suez, France in Syria, France on the Red Sea! Let Prussia be defeated and the French enter Berlin. France armies will then menace the Russian frontier, and French fleets ride in the Great and Little Belts and on the Baltic Sea.

Russian finance is not flourishing, but the Russian navy is strong and well organized, Russia's fortresses are splendidly equipped and armed, and her army, even in Europe, is gigantic, while her people and soldiery are alike fanatical. The recent emancipation of the serfs has also greatly inspired them. Her successes in the East, her recent victories in Turkistan, and her warm alliance with the Shah of Persia have revivified the old ideas of Peter. The period for the settlement of the prediction "Europe in fifty years republican or Cossack" may not yet have come, but the question of supremacy in the Black Sea, at the Dardanelles, and at Jerusalem, is right upon us.

The position of Russia, therefore, in case of threatening French success, laying all sympathies aside, must, perforce, be with the power that stands between her and danger on the West, and that strengthens and helps her against her sole great rival in administering upon the affairs of the Sultan and in establishing an independent and friendly ally in Egypt, on the East. Meanwhile, Russia will act upon her own line of orbit, "by her inevitable momentum," as Nesselrode once termed it, and she will lose no time.

PLACE AUX DAMES.

From the Cleveland Leader.

Miss Gail Hamilton, just home from a winter in Washington, fires off a column or more in Harper's *Bazar* on the subject of women's rights. It is the much mooted question of seats for ladies in cars and ferry boats that she is talking about this time, and this is a sample of what she says of it:—"Do you complain that women do not thank you for your relinquished seats? You have no claim upon their thanks. You have no right to the seats. Not a man in any public conveyance has a right to a seat so long as a woman stands. Chivalry? Not a bit of it. Naked justice. You arrogate to yourselves the management of all modes of travel. You permit women no voice therein. You charter all the companies." We shall do Miss Gail the credit to assume that she knows better than this, and only scolds, as the sisterhood is so apt to do, for effect. No gentleman will question that it is a manly, chivalrous principle that moves men to give place to ladies on all occasions, but the idea that because women do not run locomotives or lay railway tracks is any good reason why the female passenger should order a man out of his seat by a frown and then flounce into it without thanking him will hardly bear analysis. Let our thankless heroine take a converse case. Ladies as a rule control and manage household affairs, provide for the immediate arrangement of the table, etc. Supposing men should insist that ladies should vacate their seat at the table and yield all the comfortable arm-chairs in the drawing-room for the young man to settle himself into without a word of acknowledgment. On the whole, things are much better as they are. Men would be less happy if deprived of the privilege of occasionally making a little sacrifice for the comfort of a charming woman, and ladies, we are sure, enjoy an occasional chance to be thankful for such small favors. More than this, Gail Hamilton knows that neither she nor the whole race of women could so adapt the capacity of cars and carriages to the ever varying demands of travel, that there should not sometimes be more passengers than seats. If she could do so she would not, for the privilege of being the recipient of an occasional act of courtesy on the part of the men in general is one which the female heart prizes very dearly, notwithstanding the modern beauty so often forgets her thanks in return. Of course, it is all very well for Miss Dodge to put on an abused air because she does not drive a street car, or run an omnibus line, but she knows she could do neither if she wanted to, and, moreover, that, in this country at least, every lady is secure of a seat until one of her own sex gets into it. Notwithstanding all she has said to deserve a little snubbing, we defy her to stand up five minutes in any car west of New York without being offered as many seats as there happen to be gentlemen seated in the car at the time. How it might be in the neighborhood of Boston, it might be less easy to say.

WINDOW FASTENER.

THE UNRIVALLED NEVER-FAILING, SELF-LOCKING WINDOW FAST.—The best, most complete, perfect, and durable article for securing windows—either with or without weights—that has ever been offered to the public. Designed for the use of dwellings, stores, factories, steamboats, street and steam railway cars; securely locks the windows in any desired position, and can easily be applied to old and new windows.

Manufactured by the Boston and Meriden Manufacturing Company, No. 512 COMMERCE Street, and sold by all the principal Hardware houses in the city. 6 16faw1m

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT STREET BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

AN IMPORTANT NOTICE TO ALL WHOM IT MAY CONCERN.
The following named persons, if they were on the Bark ARCHIBALD GRACIE, which left San Francisco, California, in 1855, or their next of kin, will find it to their advantage to address or call upon ROBERT S. LEAGUE & COMPANY, No. 135 South SEVENTH Street, Philadelphia. Immediate attention to this is requested, and any one knowing their present whereabouts will oblige by communicating as above.

A. M. Spencer,
Jabez M. Tipton,
G. F. Myers,
Henry Adler,
Lewis Scarce,
Samuel B. Pingrey,
Martin Hart,
William Douglas,
William Chamberlin,
Daniel K. Colby,
Walter Smith,
Samuel B. Wilcox,
William F. Willis,
Henry Lovell,
John Dockendorff,
David Lozen,
J. H. Keller,
William Bavis,
William Ferry,
Charles Nedine,
A. S. Young,
Sanford Crocks,
James J. Nichols,
Charles Brown,
Absalom Cryers,
John Baker,
William Roberts,
E. S. Wilson,
G. W. Hopkins & Son,
L. B. Dresser,
William Rafferty,
J. H. Painter,
M. Barnes,
R. J. Black,
R. Blair,
Mark Ferrill,
John Anderson,
John W. Walden,
William Scrioner,
William Callahan,
John B. Jones,
John H. Anxes,
A. H. Whitner.
6 27 t

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT HILL SAVINGS AND LOAN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to two hundred and fifty thousand dollars.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No 227 South FOURTH street.
PHILADELPHIA, June 22, 1870.
NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 19, 1869, the Philadelphia and Reading Railroad Co. will pay at their office, No. 227 South FOURTH st., Philadelphia, on and after the 19th day of JULY, 1870, a dividend of $1·50 per share, clear of all taxes, to the stock holders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on the 1st day of July, 1870.
All orders for dividends must be witnessed and stamped.
S BRADFORD, Treasurer.
Note.—The transfer books of the East Pennsylvania Railroad Co. will be closed on July 1 and reopened on July 11, 1870.
HENRY C. JONES,
6 22 1m Treasurer East Pennsylvania Railroad Co.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE JEFFERSON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.
DIVIDEND NOTICE.
The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.
A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.
All orders for dividends must be witnessed and stamped.
S. BRADFORD,
6 29 1m Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE UNITED STATES BANKING COMPANY, to be located at Philadelphia, with a capital of one million dollars, with the right to increase the same to five million dollars.

THE LEHIGH VALLEY RAILROAD COMPANY has declared a quarterly Dividend of TWO AND A HALF PER CENT., payable at the Office, No. 303 WALNUT Street (up stairs), on and after Friday, July 15, 1870.
6 29 wfm9t L. CHAMBERLAIN, Treasurer.

TREGO'S TEABERRY TOOTHWASH.
It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philadelphia.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any vitalic poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Street, New York. 4 27mwf

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
FIFTH and WALNUT Streets.

WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 303 BROADWAY,
New York.

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'
Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,
and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,
PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

FURNITURE.

PURCHASERS OF
COTTAGE CHAMBER SUITS
And the various styles of
BEDSTEADS,
BUREAUS,
WASHSTANDS,
WARDROBES, ETC.,
Finished in imitation of Walnut, Maple, or other "hard woods," and now generally known as "Imitation" or "Painted" Furniture, are hereby informed that every article of our manufacture is
STAMPED WITH OUR INITIALS AND TRADE MARK,
And those who wish to obtain goods of our make (there being, at the present time, numerous imitations in the market), should invariably ask the dealer of whom they are purchasing to exhibit our stamp on the goods, and take no other, no matter what representations may be made concerning them.
KILBURN & GATES,
Wholesale Manufacturers of Cottage Furniture,
No. 619 MARKET STREET,
7 2 smw6mrp PHILADELPHIA, PA.

RICHMOND & CO.,
FIRST-CLASS
FURNITURE WAREROOMS
No. 45 SOUTH SECOND STREET,
EAST SIDE, ABOVE CHESNUT,
6 11 PHILADELPHIA

FURNITURE
Selling at Cost,
No. 1019 MARKET Street.
4 18 3m G. R. NORTH.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Ladies' and Gents' Watches,
AMERICAN AND IMPORTED,
Of the most celebrated makers.
FINE VEST CHAINS AND LEONTINES,
In 14 and 18-karat.
DIAMOND and other Jewelry of the latest designs.
Engagement and Wedding Rings, in 18-karat and coin.
Solid Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc. 11 5 fmw

C. & A. PEQUIGNOT,
MANUFACTURERS OF
WATCH CASES,
AND DEALERS IN AMERICAN AND FOREIGN
WATCHES,
No. 608 CHESNUT Street.
MANUFACTORY, No. 22 South FIFTH Street.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 25] Second floor, and late of No. 35 S. THIRD St.

CLOCKS.
TOWER CLOCKS.
MARBLE CLOCKS.
BRONZE CLOCKS.
COUCOU CLOCKS.
VIENNA REGULATORS.
AMERICAN LOCKS
G. W. RUSSELL,
No. 22 NORTH SIXTH STREET.

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.
The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.
A few families can be accommodated by applying early.
For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 10. French is the language of the family, and is constantly spoken in the institute.
6 15 wfm 6m L. D'HERVILLY, Principal.

H. Y. LAUDERBACH'S CLASSICAL, SCIENTIFIC, AND COMMERCIAL ACADEMY, ASSEMBLY BUILDING, No. 108 South TENTH Street.—A Primary, Elementary, and Finishing School. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30 tf

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.
JAMES & HUBER,
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are now receiving a large and splendid assortment of new styles of
FANCY CASSIMERES
And standard makes of DOESKINS, CLOTHS and COATINGS, 3 28 mws
AT WHOLESALE AND RETAIL.

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
3 25 WAREROOMS, No. 610 ARCH Street.

WATER PURIFIERS.
FARSON'S
New Patent Water Filter and Purifier
Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it.
In operation and for sale at the MANUFACTORY, No 220 DOCK Street, and sold by House-furnishing Stores generally. 5 21tf

USE
CHAMBERS'
STAR
INK.
EVANS, STODDART & CO.,
7 9 fmw1m No. 740 SANSOM Street.

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts
ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

NEWS SUMMARY.

City Affairs.

—James Riley was drowned yesterday afternoon, while bathing at Petty's Island.

—A car driver was on Saturday fined ten dollars by Alderman Dallas, for driving a mule with a sore back.

—The Coroner was notified last evening to hold an inquest on the body of an unknown man found drowned at Shackamaxon street wharf.

—James Cunlip, aged twenty-three years, was seriously injured yesterday afternoon, by falling from the roof of his house, at No. 855 South Front street.

—Mary Ann Barvin, aged fifty years, residing in Pine street, above Water, during a quarrel yesterday afternoon between a number of persons was struck in the back of the head with a club and seriously injured. The alleged perpetrator of the act, Frank Salmon, was arrested and locked up to await a hearing. The injured woman was admitted to the Hospital.

—John B. Springer, M. W. Grand Master of the I. O. O. F. of the State of Pennsylvania, and several grand officers, are at present engaged in visitations through this jurisdiction. On Saturday last they visited the Order at Scranton. On July 18 they will dedicate a hall at Providence, on the evening of July 18 be at Scranton, July 19 and 20 at Montrose, July 21 at Susquehanna depot, July 22 at Covington, and on Saturday, the 23d, dedicate the hall at Morris Run, Tioga county.

—At the invitation of Commodore James M. Ferguson, of the Schuylkill Navy, the representatives of the leading daily papers of the city were treated to a boating excursion and supper on Saturday evening. The barges Nettle, Undine, Minnehaha, Linda, Atlanta, Ione, Stranger and Rochelle joined in the excursion. The line was formed off Turtle Rock at 6½ P. M., and the boats moved up the river in fine style, preserving a beautiful alignment, and attracting much attention from the thousands of visitors in the park. At the Falls a fine collation was served, and the party returned to the city, arriving at the boat houses shortly after ten o'clock, much pleased with their trip.

—An inquest was held yesterday on the body of William McNally, aged forty-eight years, who died from general debility while being removed from the Seventh District Station to St. Mary's Hospital.

Also upon the body of John Ryan, aged fifty-two years, and residing at No. 734 Eneu street, who cut his throat while laboring under a temporary fit of insanity.

Also upon the body of James Duffey, aged twelve years, and residing on Twelfth street, below Anita, who was drowned on Saturday in a pond at Seventeenth street and Buck road.

Domestic Affairs.

—Gold closed on Saturday at 116⅜.

—A lynching case is reported from Cuba, Tennessee.

—Juarez is not ambitious of re-election as President of Mexico.

—There is a report in New York that orders have been received at Brooklyn Navy Yard to immediately fit out all available vessels to reinforce the Cuban squadron.

—At an anti-Chinese convention held in San Francisco, it was resolved that steps be taken to notify the Chinese Empire that it was unsafe for Chinamen to come to America.

—At a meeting of Germans, held in Newark, N. J., yesterday, a resolution was passing calling for a special session of Congress to form an alliance, defensive and offensive, between Germany and the United States.

—A delegation of New Yorkers, interested in the shipping interests of the country, visited Washington on Saturday to induce the President to call a special session of Congress to pass the resolution allowing foreign vessels to have American registers.

—Congress having appropriated fifty thousand dollars to a Polar expedition, Doctor Hayes and Captain Hall, two eminent explorers, are respectively striving to have themselves appointed by the President to command the expedition. The money could be better spent in any other way.

Foreign Affairs.

—There is a ministerial crisis in Greece.

—A Liberal rising is apprehended in Rome.

—A proposal is made in Spain to invest Serrano with royal attributes for three years.

THE WAR.

France Invaded by Prussia—Reported Heavy Defeat of the Prussian Troops—The Armies Approaching the Frontiers—Hostilities Commencing in Earnest.

PARIS, July 16.—A despatch from Seltz (Bas Rhine), about twenty-seven miles from Strasburg, received this afternoon, says the Prussians have entered France by way of Forbach, in the Department of the Moselle, on the Nancy and Manheim Railroad, but as the Prussian force is only said to be a detached corps, but little importance is attached to the movement. The French forces near the frontier are now estimated at 130,000 men. It is believed the Prussians will attack the fortified city of Metz, the capital of the Department of the Moselle and an important railroad centre, moving on it from two directions—one body by way of Thionville and the other by way of Kehl.

AMERICAN ENTERPRISE AHEAD, AS USUAL.

LONDON, July 16.—It is demonstrated by the number of telegrams despatched by cable to the Associated Press from London and Paris, that the American newspapers have more and later details of the war than the journals of any European country.

A FORMIDABLE WEAPON.

PARIS, July 16.—It is said that France will oppose to the Prussian rifle-cannon a revolving cannon shooting 40 balls per minute—perhaps Lyman's American gun.

NAPOLEON TICKLING THE POPULACE.

Last evening the artistes of the various pleasure gardens in this city received permission to sing the "Marseillaise," and the audiences in all cases joined in amid immense excitement and enthusiasm. Last night many citizens called on and congratulated the Emperor, and several of the club houses were illuminated.

LOCALIZING THE WAR.

Efforts will be made to localize the war between France and Prussia, Germany not being a party to the question at issue.

MOBILIZATION OF THE PRUSSIAN ARMY.

BERLIN, July 16—Evening.—The immediate mobilization of the entire Prussian army has been ordered. The meeting of the Reichstag is fixed for Tuesday next, owing to the urgency of the occasion.

THE FRENCH CONCENTRATING AT METZ.

PARIS, July 16.—The French army is concentrating at Metz. Napoleon leaves to-day for the border, and will cross the Rhine immediately. Marshals MacMahon, Bazaine, and Canrobert command divisions. A French gunboat flotilla is on the Rhine.

POSITIONS OF NEIGHBORING POWERS.

Sweden will remain neutral. Denmark offers to join France. Austria will remain neutral if Russia does. Italy is friendly to France. The King of Italy has written a letter to Napoleon. England will remain neutral. Rome is under French control.

THE FIRST BATTLE—PRUSSIANS SAID TO BE DEFEATED.

PARIS, July 17—A. M.—There is a rumor that an engagement has taken place near Forbach, resulting in a loss to the Prussians of 3000 killed, and of the French 2000 killed. As yet the report can be traced to no reliable source.

POPULAR DEMONSTRATIONS.

The war feeling had taken entire control of the people here. Yesterday the Duke de Gramont after leaving the Senate Chamber was greeted by crowds upon the streets with cheers and plaudits amounting to an ovation. A demonstration was made in front of the residence of M. Thiers, to express dissatisfaction at his course in the Corps Legislatif. This was followed by a demonstration in his favor. The latter, the *Journal de France* says, was not respectably supported, and was the work of unknown creatures.

NEUTRALITY.

The Governments of Holland and Italy will maintain absolute neutrality between France and Prussia. The report that the bridges on the Belgian frontier had been destroyed is contradicted. The *Moniteur* (semi-official) says that England is much concerned for the welfare of Belgium. France desires that the neutrality of Belgium be maintained, but will require that Prussia be held to equal impartiality. The *Moniteur* thinks that, after all, England is more uneasy regarding the attitude of Prussia than of France in regard to Belgian neutrality.

NATIONAL WAR SUBSCRIPTION IN FRANCE.

The *Moniteur* opens a list for a national subscription to provide funds to aid the Government in prosecuting the war. All the Paris journals send special correspondents to points where military operations are likely to be of interest.

CUTTING OFF COMMUNICATION.

Last night, by order of the Prussian authorities, railway and telegraphic communication between France and Prussia was destroyed.

ALLIANCE RUMORS.

The *Opinion Nationale* and Prince Napoleon's organ say, "We learn from good authority that Italy has tendered to France, at the latter's option, either her friendly neutrality or unconditional aid. Prussia has offered a province to Austria in exchange for an alliance."

THE PRUSSIAN INVASION.

Last night M. Rouher announced to the Senate that the Duke de Gramont had informed him of the invasion of French territory by the Prussians. A force of the enemy had advanced as far as Sierck, in the Department of Moselle, for the purpose of destroying the railroad at that point, but had retired precipitately.

There is great activity in the fortress of Rastadt, and soldiers of Baden, commanded by Prussian officers, man the ramparts and parapets. From this morning all communication by the new bridges between the right and left banks of the Rhine is interdicted.

WHAT KING WILLIAM SAYS.

HAMBURG, July 17.—King William has sent the Chamber of Commerce of this city a grateful acknowledgment of the patriotic address of that body, and says he regrets the sacrifice which the honor of Germany exacts, and will do his duty, leaving the result in the hands of God.

SPAIN TO KEEP CLEAR.

The *Moniteur* asserts that the Spanish Council has notified the Deputies that there will be no necessity for a meeting of the Cortes on the 20th inst., in consequence of the withdrawal of Prince Leopold from candidature. The *Moniteur* adds, that it has positive assurance of the intention of Spain to keep clear of any complication in the impending struggle between France and Prussia.

SENATE ADDRESS TO NAPOLEON.

PARIS, July 17.—After the session yesterday, the Senate proceeded in a body to St. Cloun, where they were received by the Emperor and Empress.

"M. Rouher, President, said the Senate thanked the Emperor for the permission of expressing to the throne its patriotic sentiments. A monarchical combination, imperious to the prestige and security of France, had been mysteriously favored by Prussia. On our representations, Prince Leopold renounces the throne of Spain, who returns our friendship, then renounces a candidature so wounding to us. Without doubt immediate danger was thus avoided, but a legitimate complaint remains. Was it not evident that a foreign power, to the prejudice of our honor and interests wished to disturb the balance of power in Europe? Had we not the right to demand of that power guarantees against a possible recurrence of such an attempt? This is refused, and the dignity of France insulted. Your Majesty draws the sword, and the country is with you, eager for and proud of the occasion. You have waited long; but during that period you have raised to perfection the military organization of France. By your care France is prepared. Her enthusiasm proves that, like your Majesty, she will not tolerate wrong. Let our august Empress become again the depository of Imperial power. The great bodies of the State surround her Majesty with their absolute devotion. The nation has faith in her wisdom and energy. Let your Majesty resume with noble confidence the command of the legions, as you did at Magenta and Solferino. If peril has come, the hour of victory is near. Soon a grateful country will decree to her children the honors of triumph. Soon Germany will be freed from the domination which has oppressed her, and peace will be restored to Europe through the glory of our arms. Your Majesty, who has so recently received a proof of the national good will, may then once more devote yourself to the reforms the realization of which is only retarded. Time is only needed to conquer."

The Emperor warmly thanked the President and members of the Senate.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	4·44	MOON RISES	10·59
SUN SETS	7·28	HIGH WATER	5·26

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD,
CHRIS. J. HOFFMAN,
THOMAS C. HAND,
} COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.			
South America	Rio Janeiro	New York	June 28
Parana	London	New York	July 2
Berlin	Southampton	Baltimore	July 2
Malta	Liverpool	New York	July 5
Calabria	Liverpool	New York v B	July 5
Italy	Liverpool	New York	July 6
Dacian	Glasgow	New York	July 6
France	Liverpool	New York	July 8
Wisconsin	Liverpool	New York	July 7
C. of Wash'ton	Liverpool	New York	July 7
Colorado	Liverpool	New York	July 7
FOR EUROPE.			
Silesia	New York	Hamburg	July 19
Java	New York	Liverpool	July 20
Colorado	New York	Liverpool	July 20
Abyssinia	New York	Liverpool	July 21
Frankfort	New York	Bremen	July 21
Cambria	New York	Glasgow	July 23
Erin	New York	Liverpool	July 23
C. of Wash'ton	New York	Liverpool	July 23
Lafayete	New York	Havre	July 23
Weser	New York	Bremen	July 23
C. of Antwerp	New York	Liverpool via H	July 26
Wisconsin	New York	Liverpool	July 27
Hannover	New York	Bremen	July 28
Parana	New York	London	July 30
France	New York	Liverpool	July 30
Anglia	New York	Glasgow	July 30
C. of Paris	New York	Liverpool	July 30
America	New York	Bremen	July 30
COASTWISE, DOMESTIC, ETC.			
Pioneer	Philadelphia	Wilmington	July 19
Yazoo	Philadelphia	New Orleans	July 20
Arizona	New York	Aspinwall	July 20
Columbia	New York	Havana	July 21
J.W. Everman	Philadelphia	Charleston	July 22
Prometheus	Philadelphia	Charleston	July 29

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Ship Wyoming, Godfrey, Liverpool, Cope Bros.
Steamship Fanita, Freeman, New York, John F. Ohl.
Steamship Roman, Baker, Boston, H. Winsor & Co.
Bark J. S. Harris, Thomas, Antwerp, Souder & Adams.
Brig Erie, Sears, Galveston, D. S. Stetson & Co.
Brig Emily, Brown, St. Marys, Ga., Knight & Sons.
Brig Ortoran, Sherman, Matanzas, Warren & Gregg.
Brig J. & H. Crowley, Crowley, Boston, do.
Schr Emma D. Finney, McQuillen, Savannah, Chas. Haslam & Co.
Schr Sarah Mills, Baker, Boston, Knight & Sons.

ARRIVED SATURDAY.

Steamer C. Comstock, Drake, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Sarah, Jones, 24 hours from New York, with mdse. to W. M. Baird & Co.

Schr North Caroline, Morgan, 4 days from Washington, N. C., with mdse. to C. Haslam & Co.

Schr J. N. Bitting, Henry, 4 days from Pocomoke River, Md., with lumber to Collins & Co.

ARRIVED YESTERDAY.

Br. bark Magna Charta, Hartigan, 70 days from Cadiz, with old railroad iron to Naylor & Co.—vessel to L. Westergaard & Co.

Brig John Welsh, Jr., Vanselew, 6 days fm Sagua, with sugar to S. & W. Welsh. Towed up by tug S. J. Christian. Off Morris Liston's, passed two loaded brigs, bound up.

Br. brig Camilla, Tucker, 9 days from Sagua, with sugar to S. & W. Welsh.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 16.—Six barges leave in tow to-night, for Baltimore, light.

Goodwill, with salt, for Trenton and Philadelphia.

Enterprise, with marble, for Philadelphia and Baltimore.

F. H. Parks, with stoves, for Baltimore.

BALTIMORE BRANCH OFFICE, July 16.—The following barges leave in tow to-night, eastward:—

Tem, Black Diamond, E. B. Timmons, W. J. Dunlap, Nich. Childs, J. L. Kirkpatrick, and W. J. McNaughton, all with coal, for New York.

PHILADELPHIA BRANCH OFFICE, July 18.—The Ann McCaffrey, with phosphate, for Baltimore, left on Saturday. L. S. C.

MEMORANDA.

Br. steamer Calabria, McMickan, from Liverpool 5th, via Queenstown 6th, at Boston 15th inst., with 545 passengers.

Br. steamer Abyssinia, Hains, from Liverpool, Queenstown, and Boston, at New York 15th inst.

Br. steamer India, Munro, cleared at New York 16th inst. for Glasgow.

Br. steamer Saladin, Shodwick, cleared at New York 16th inst. for London.

N. G. steamer Berlin, Undutsch, from Bremen via Southampton, at Baltimore 18th inst.

Steamer City of Antwerp, from Liverpool, arrived at New York yesterday.

Steamer Aries, Wiley, hence, at Boston 15th inst.

Steamer Gulf Stream, McCreevy, cleared at New York 16th inst. for Galveston and Key West.

Steamer Mississippi, Hovey, cleared at New York 16th inst. for New Orleans.

Steamer Colorado, Farnsworth, at San Francisco 15th inst. from Panama.

Steamer Black Diamond, Meredith, cleared at New York 15th inst. for Wilmington, Del.

Steamer Philip, Leach, from New York, at Pass-a-l'Outre 11th inst.

Steamer El Cid, Nickerson, at Wilmington, N. C., 15th inst. from New York.

Steamer Hercules, Ketchum, hence, at Georgetown, D. C., 4th inst., to load for Portland.

Steamer Wyoming, Teal, for Philadelphia, cleared at Savannah 16th inst.

Steamer De Soto, Morton, at New Orleans 16th inst. from New York.

Steamer Columbia, Small, from New York 2d, was off Moville 16th inst. for Glasgow.

Steamer Allemania, Barends, from New York 5th, at Plymouth 16th inst., and proceeded for Hamburg.

Steamer Idaho, Price, from New York 6th, at Queenstown 16th inst., and proceeded for Liverpool.

Steamer George Washington, Gager, cleared at New York 16th inst. for New Orleans.

Steamer Sherman, Crowell, at New York 16th inst. for New Orleans.

Steamer City of Mexico, Timmermann, at Havana 14th inst. from Vera Cruz, to sail 16th for New York.

Bark Bessie North, Faulkner, for Philadelphia, sailed from Santander 1st inst.

Bark Margaret, Bendixeu, for Philadelphia, entered out at Liverpool 4th inst.

Bark Clara, Proost, from Antwerp for Philadelphia, sailed from Flushing Roads 30th ult.

Bark Forest Eagle, Homer, for Philadelphia, sailed from Liverpool 2d inst.

Bark William M. Reid, Stinson, for Philadelphia, entered out at Liverpool 4th inst.

N. G. bark Olbers, Decker, for Philadelphia, cleared at New York 16th inst.

Brig Delmont Locke, Cochran, hence, at Darien 9th inst.

Brig John McDonald, Adams, hence, anchored below Halifax 11th inst., having a case of bilious fever on board, but subsequently went up to the city.

Ital. brig Eugenie, Bonfonte, hence, at Ancona 1st inst.

Schrs Charles Cooper, Nickerson, from Harwich for Philadelphia, and Surf, Crosby, from New Bedford for Trenton, passed Hell Gate 16th inst.

Schrs Charles E. Smith, Hansen, from Boston for Philadelphia, and George, Hunt, from Rockland for do., at Holmes' Hole A. M. 15th inst., and all sailed; also sailed all before reported.

Schr Helen Mar, Rich, hence, at Lanesville 3d inst., to load stone for New York.

Schrs J. F. Carver, Norwood, and D. S. Mershon, Ayres, hence, at Salem 14th inst.

Schr H. M. Wright, Fisher, hence, at New Haven 14th inst.

Schr Reading RR. No. 50, Nickerson, from Hartford for Philadelphia, passed Hell Gate 15th inst.

Schr A. Richards, Wiley, hence, at Gardiner 12th instant.

Schrs Mary Weaver, Weaver, and G. W. May, Edson, for Philadelphia, sailed from Gardiner 9th inst.

Schr John M. Broomall, Douglas, for Philadelphia, sailed from Gardiner 12th inst.

Schrs Flora, Smith, and George H. Bent, Smith, hence, at Lynn 9th inst.

Schr Mary J. Fisher, Lawrence, hence, at Lynn 11th inst.

Schrs Mary Price, Ferguson, and Stephen S. Lee, Springer, hence, at Lynn 12th inst.

Schr Sinbad, Arey, hence, at Rockland 10th inst.

Schr George, Hunt, for Philadelphia, sailed from Rockland 9th inst.

Schr M. Draper, Meade, hence, at Gardiner, Me., 7th inst.

Schr Hannah Blackman, Jones, for Philadelphia, sailed from Warren 13th inst.

Schr M. Tilton, Fritzinger, cleared at Boston 14th inst. for Kennebec and Philadelphia.

Schr George Nevinger, Smith, for Philadelphia, cleared at Boston 14th inst.

Schrs Emily, Grace; D. Wasson, Newell; and A. D. Huddell, Sharp, hence, at Boston 14th inst.

Schrs Charles H. Moller, Brown, from Boston for Philadelphia, and C. S. Watson, Adams, from Nantucket for do., at Holmes' Hole 13th inst.

Schr Hiawatha, Newman, hence, at Newburyport 14th inst.

Schr Mabel H. Irons, Irons, hence, at Providence 14th inst.

Schr Jesse S. Clark, Clark, hence, at Stonington 14th inst.

Schr Young Teaser, Slocum, from Fall River for Philadelphia, at Newport 13th inst.

Schr Fly, Carter, hence, at Fall River 12th inst.

Schr Foam, Holmes, from Hartford for Philadelphia, at New York 15th inst.

Schr Veto, Manning, for Philadelphia, was loading at Charleston 14th inst.

Schr Ella, Montgomery, and M. Steelman, Steelman, hence, at Boston 15th inst.

NOTICE TO MARINERS.

STRAITS OF GIBRALTAR—SOUTH COAST OF SPAIN.—*Change in the Color of Tarifa Light.*—CADIZ, June 9, 1870.—By order of the Admiralty Court of Spain the light of Tarifa, on and from the 10th of June, 1870, will be changed from the present fixed white to a fixed red light. C. HARRISON YOUNGER,
Agent New York Underwriters.

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 41

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP LINE
FOR
NEW YORK
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.
INSURANCE ⅛ OF 1 PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than 50 cents.
The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.
For further particulars apply to
JOHN F. OHL,
285 PIER 19, NORTH WHARVES.

FOR TEXAS PORTS.
THE STEAMSHIP YAZOO
WILL SAIL FOR NEW ORLEANS DIRECT,
On WEDNESDAY, July 20, at 8 A. M.
Through bills of lading given in connection with Morgan's lines from New Orleans to Mobile, Galveston, Indianola, Lavacca, and Brazos, at as low rates as by any other route.
Through bills of lading also given to all points on the Mississippi river, between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company.
For further information apply to
WILLIAM L. JAMES,
General Agent,
7 11 St No. 130 S. THIRD Street.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The YAZOO will sail for New Orleans direct, on Wednesday, July 20.
The YAZOO will sail from New Orleans, via Havana on Friday, July 1.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail from Savannah on Saturday, July 23, at 8 A. M.
The TONAWANDA will sail for Savannah on Saturday, July 23.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Tuesday, July 19, at 6 P. M. Returning, will leave Wilmington Saturday, July 9th.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent,
6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.
JULY, 1870.
Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent. effected at the office in first-class companies.
No freight received nor bills of lading signed after 3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Washington, Saturday, July 23, at 2 P. M.
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY FOUR HOURS.
Goods forwarded by all the lines going out of New York North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 South DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 45

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES.
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
44 No. 132 South DELAWARE Avenue.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 61

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

UMBRELLAS—CHEAPEST IN THE CITY.
DIXON'S, No. 21 S. EIGHTH Street. 10 18 mths

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.
Office southeast corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1881	50,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	102,000·00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	20,200·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000	North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900·00
$1,231,400 Par.	Market value,	$1,255,270·00
	Cost, $1,215,622·27.	
	Real Estate	36,000·00
	Bills Receivable for Insurances made	323,700·75
	Balances due at Agencies:— Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·95
	Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
	Cash in Bank $168,318·88	
	Cash in Drawer 972·26	169,291·14
		$1,852,100·04

DIRECTORS.
Thomas C. Hand, Samuel E. Stokes,
John C. Davis, William G. Boulton,
Edmund A. Souder, Edward Darlington,
Theophilus Paulding, H. Jones Brooke,
James Traquair, Edward Lafourcade,
Henry Sloan, Jacob Riegel,
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James C. Hand, James B. McFarland,
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD
LIFE INSURANCE COMPANY
OF PENNSYLVANIA,
OFFICE:
No. 701 CHESNUT Street,
PHILADELPHIA.
To place Life Insurance within reach of all, has adopted a system of
MONTHLY PAYMENT OF PREMIUMS
Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.
Special attention is called to this Company's
GRADUATING POLICY,
An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.
THIS COMPANY ISSUES
All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.
Pamphlets containing full information may be obtained at the Company's office.
WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m
Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '70, $2,825,731'67
CAPITAL $400,000·00
ACCRUED SURPLUS AND PREMIUMS 2,425,731·67
INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.
Losses paid since 1829 over
$5,500,000.
Perpetual and Temporary Policies on Liberal Terms.
The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.
The "FRANKLIN" has no DISPUTED CLAIM.
DIRECTORS.
Alfred G. Baker, Alfred Fitler,
Samuel Grant, Thomas Sparks,
George W. Richards, William S. Grant,
Isaac Lea, Thomas S. Ellis,
George Fales, Gustavus S. Benson.
ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. 12 19
THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION.
INCORPORATED MARCH 27, 1820.
OFFICE,
NO. 34 NORTH FIFTH STREET
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,
From Loss by Fire (in the City of Philadelphia only).
ASSETS, JANUARY 1, 1870, $1,572,732·25.
TRUSTEES.
WM. H. HAMILTON, CHARLES P. BOWER,
JOHN CARROW, JESSE LIGHTFOOT,
GEORGE I. YOUNG, ROBT. SHOEMAKER,
JOS. R. LYNDALL, PETER ARMBRUSTER,
LEVI P. COATS, M. H. DICKINSON,
SAMUEL SPARHAWK, PETER WILLIAMSON.
JOSEPH E. SCHELL.
WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

AMUSEMENTS.

UNITED AMERICAN MECHANICS' HALL, FOURTH and GEORGE Streets.
A GRAND COMPLIMENTARY CONCERT for the benefit of Mr. WILLIAM FALLOWFIELD, the blind Pianist and Vocalist,
TUESDAY EVENING, July 26.
On this occasion the following gentlemen have kindly volunteered to appear:—E. L. Batchelor, Pianist; John Baker, Baritone; James Fielding, Miniature Organ; William Pulman, Violinist; W. Markward, the Renowned Comic; Charles Drew, Balladist; Thomas Lachall, Champion Bone Player; Ed. Chew, Celebrated Clog Dancer; William Fallowfield, Blind Vocalist.
Come and stretch forth a hand like a brother,
Remember that life's but a span,
'Tis our duty to help one another,
And do a good turn when we can.
Admission Tickets, 25 cents. Doors open at 7 o'clock; Concert commences at 8. 7 12 12t

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1205 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

INSURANCE.

INSURANCE COMPANY
OF
NORTH AMERICA.
JANUARY 1, 1870.
Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	32,558
Notes Receivable, mostly Marine Premiums	321,944
Accrued Interest	20,357
Premiums in course of transmission	85,193
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	30,000
	$2,783,581

DIRECTORS.
Arthur G. Coffin, Francis R. Cope,
Samuel W. Jones, Edward H. Trotter,
John A. Brown, Edward S. Clarke,
Charles Taylor, T. Charlton Henry,
Ambrose White, Alfred D. Jessup,
William Welsh, Louis C. Madeira,
S. Morris Wain, Charles W. Cushman,
John Mason, Clement A. Griscom,
George L. Harrison, William Brockie.
ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 2 4

CHARTER PERPETUAL.
ASSETS $200,000.
MUTUAL FIRE INSURANCE COMPANY OF GERMANTOWN.
OFFICE, No. 4829 MAIN STREET.
Take risks in Philadelphia, Montgomery, and Bucks counties, on the most favorable terms, upon Dwellings, Barns, Merchandise, Furniture, Farming Implements, Hay, Grain, Straw, etc. etc.
DIRECTORS.
Spencer Roberts, Nicholas Rittenhouse,
John Stallman, Nathan L. Jones,
Albert Ashmead, James F. Langstroth,
Joseph Handsbury, Charles Weiss,
William Ashmead, M. D., Joseph Boucher,
Abram Rex, Charles Millman,
Charles H. Stokes.
SPENCER ROBERTS, President.
CHARLES H. STOKES, Secretary and Treasurer.
WM. H. LEHMAN, Assistant Secretary. 5 28 smw3m

ASBURY
LIFE INSURANCE CO.
NEW YORK.
LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.
PENNSYLVANIA STATE AGENCY,
JAMES M. LONGACRE, Manager.
H. C. WOOD, JR., M. D., Medical Examiner.
Office, 302 WALNUT St., Philadelphia.
REV. S. POWERS, Special Agent.
JAMES M. LONGACRE, General Agent,
5 23 mwfly No. 302 WALNUT Street, Philadelphia

FAME INSURANCE COMPANY,
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.
DIRECTORS.
Charles Richardson, Robert Pearce,
William H. Rhawn, John Kessler, Jr.,
William M. Seyfert, Edward B. Orne,
John F. Smith, Charles Stokes,
Nathan Hilles, John W. Everman,
George A. West, Mordecai Buzby.
CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Daniel Smith, Jr., Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robins, J. Gillingham Fell,
John Devereux, Daniel Haddock, Jr.,
Franklin A. Comly.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) $200,000·00
CASH Assets, July 1, 1870 550,732·90
DIRECTORS.
F. Ratchford Starr, J. Livingston Erringer,
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IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
45 No. 107 S. THIRD Street, Philadelphia.
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GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,
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PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
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Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

MONDAY, JULY 18, 1870.

THE COMMENCEMENT OF HOSTILITIES.

Prussia and France are both pushing forward with the utmost rapidity their forces to the Rhine, and are endeavoring to obtain possession of the strong strategic positions. Any information about the movements of the hostile armies at this stage of the campaign must of necessity be extremely indefinite, and we accordingly find that the cable telegrams of the last two days are little more than contradictory rumors from which it is scarcely possible to glean more than a few facts of any value in forming an estimate of the exigencies of the situation. It appears to be tolerably certain, however, that the Prussians have attempted to enter the French territory apparently for the purpose of attacking the strongly fortified city of Metz. This place is nearly south of Luxumborg, and nearly southwest of Mayence, both of which positions are held by Prussia; and if she can establish herself also in Metz, that portion of her frontier contiguous to France will be strongly covered. One of the despatches dated yesterday gave a rumor of an engagement at Forbach, on the Rhine, nearly directly west of Metz, in which the Prussians were defeated, they losing 3000 and the French 2000 men. This report, however, has not been confirmed, and from what is said about the affair in subsequent despatches, it seems probable that an advanced detachment of Prussians was driven back while attempting to cross the Rhine for the purpose of marching on Metz.

Another important rumor was that the French troops had been recalled from Rome immediately after the decision of the Œcumenical Council on the infallibility dogma was announced. This has been denied, and it is stated that France has no intention whatever of evacuating the papal territory. Should she do so it is likely that an important complication will be introduced into the problem now in process of solution between the two great contending powers. The Garibaldians would be almost certain to attack Rome, and the promulgation of the dogma of the infallibility of the Pope would be the signal for the downfall of his temporal power. The council has not acted in all respects according to the wishes of the French Emperor, and if he needs troops upon the Rhine, it is very doubtful whether he will care sufficiently for the Holy Father's safety and welfare to maintain a detachment of good fighting men at Rome for his protection, even if he has not already given the Pope and his counsellors over to their own devices and the tender mercies of the Garibaldians.

With regard to the attitude of the various powers of Europe the Paris despatches state that Austria, Italy, Denmark, and, strangely enough, Spain, have either offered the French their assistance or have expressed their friendly feelings in such a way as to indicate that they may join in the attempt to crush Prussia if their assistance is needed. On the other hand it appears to be nearly certain that Prussia is backed by the most important of the German States, and that she confidently relies upon the aid of Russia if the war is at all prolonged.

Looking back at the past history of the two nations, and looking forward to the probable future, we on this side of the Atlantic regard this war as an attempt on the part of the French Emperor to regain some of his lost popularity, and to secure the stability of his throne by flattering the military vanity of the French people; while so far as Prussia is concerned, the aristocratic notions of her King and Bismarck are of but little moment in consideration of the benefits that are likely to accrue to the cause of real liberty if an educated and enlightened and law-abiding nation, such as the Prussians assuredly are, can gain the ascendancy in Central Europe. Both nations are excited to the highest pitch of enthusiasm by the declaration of war, for the French people are jealous of the growing power and importance of Prussia, while the Prussians, thinking themselves clearly in the right in the present contest, are not unwilling to try to still further extend their power by humbling France, and they have consequently supported their monarch with an unanimity that can only be paralleled by the uprising of the loyal North in the spring of 1861.

Our own extensive experience with war news will lead us to expect much of an indefinite and contradictory character to be sent through the cables, especially at the inception of a great campaign; and although all the despatches thus far received are interesting and exciting, it is necessary to receive their statements with considerable grains of allowance. There has scarcely been time yet for any decisive action on the part of either of the hostile armies, and there is very little probability that a general engagement will take place for some days to come at least. There are well-trained soldiers and able and experienced generals on both sides, and whichever comes out of the contest victorious the war promises to be one of exciting interest.

SYMPATHY FOR PRUSSIA.

Judging by the tone of the press and the comments of individuals, the American people instinctively, and with a rare degree of unanimity, sympathize with Prussia in the present European conflict. Although we have no immediate interest in the struggle, it is natural that we should form opinions in regard to the merits of the controversy and wishes in reference to its result. The popular verdict is that the reasons urged by Napoleon for the precipitation of hostilities were grossly insufficient. Any man who, in this age, unnecessarily imperils the lives of thousands of human beings deserves severe condemnation for that act alone, and Napoleon loses all claim to our sympathy from the outset, by his occupancy of the attitude of a wanton aggressor. The prize for which both nations will fight will be the extension of their frontiers. Napoleon will strive to fasten French chains on men of German extraction, and Bismarck will endeavor to cement to Germany hereafter all the territory which France has hitherto despoiled. On this issue, too, our sympathies naturally go with Prussia rather than France. So far as the Emperor individually is concerned, we cannot easily forget his betrayal of republican principles in his own land or his desire to crush republicanism in this country. His career teems with new and atrocious illustrations of the unscrupulous and despotic nature of Napoleonic ambition, and as his overthrow may open the way in France for an improved system of government, we can reconcile his downfall with a friendly feeling to the French people. For the general interests of civilization and mankind, we believe that it will be better for Prussia to triumph than France. The necessities of large standing armies in Europe will diminish with the downfall of Napoleonic dominance, and the chances of a steady and sure advance of true freedom will be far better if Prussia becomes the acknowledged leader of the Continent than if France continues to set a controlling example by frittering away her energies in unproductive revolutions and fruitless changes.

GENERAL WILLIAM B. THOMAS' ADVERTISEMENT.

An advertisement in the Sunday papers yesterday, published in the interest of *General* William B. Thomas, invites all who are "opposed to the introduction of Chinese coolie laborers" into our factories and "in our streets and parks, as advocated by the Hon. William D. Kelley and his two organs in this city, the *Press* and Evening Telegraph," to attend a public meeting favorable to the pretensions of the disorganizing candidate for Congress in the Fourth district. As advertisements in favor of independent office-seekers are usually paid for with the money of the deluded aspirants themselves, it is a fair inference that this call for a meeting either emanated from the great pen of the mighty Thomas himself, or that it had received his imperial endorsement, and this inference is strengthened by the fact that the notice reeks with demagoguism and falsehood, which will serve to increase the disgust already inspired among the intelligent citizens of both parties in the Fourth district by the efforts of the disorganizing Thomas to sacrifice their true interests on the shrine of his ridiculous and treacherous ambition. The Evening Telegraph is not the organ of William D. Kelley or any other individual, and he is no more responsible for our views on general subjects than we are for his. We support him as a candidate for Congress not only on account of his immense intellectual superiority over his pretentious and arrogant antagonist, and his devotion to the industrial interests of Philadelphia, but because he has been fairly and deservedly made the regular Republican nominee. When Thomas says that The Telegraph is Kelley's organ in any other sense than as the organ of all reputable and fairly-nominated Republican candidates, he wanders as far from the truth as when he alleges that we have advocated the introduction of Chinese coolie laborers "on our streets and parks." In forcing this Chinese question into the canvass at all he betrays a conscious sense of individual weakness and of the pitiful proportions of his true platform which will sink him lower than ever in public estimation. This shallow artifice will not facilitate his escape from deserved odium for his hostility to all forms of skilled industry in America, whether it is performed by the Chinese, Germans, Irish, English, or native-born Americans. If his free-trade notions prevail, and he reforms the revenue down to the point where foreign fabrics can banish the manufactures of our country from our own markets, incalculable mischief will be inflicted upon the workingmen of the Fourth district. They will have no opportunity to raise an issue about the division of a portion of their labor with either Asiatic or European immigrants after their workshops are closed and the whole business of productive manufacturing industry is transferred to a foreign soil. The Philadelphian who, false on this vital issue, ostentatiously panders to ignorant prejudice on points of comparatively minor importance for the purpose of gaining an opportunity to betray tens of thousands of industrious workmen to their merciless foes, deserves not only to be defeated but to be eternally disgraced; and as this is the attitude of General William B. Thomas, as we understand it, it should secure for him the most overwhelming overthrow that has ever occurred in the annals of the Fourth Congressional district.

SPECIAL NOTICES.

☞ PHILADELPHIA AND READING RAILROAD COMPANY. Office, No. 227 S. FOURTH Street.

PHILADELPHIA, July 15, 1870.

The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.

7 15 14t S. BRADFORD, Treasurer.

☞ T. W. BAILY, No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices.

N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 5 31 tf 4p

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ WHITE VESTS.

TURKISH TOWELING
BASKET DUCKS
MARSEILLES
CORDUROYS
FINEST LINENS
CORDED SILK

WHITE VESTS

AT

JOHN WANAMAKER'S,

818 AND 820 CHESNUT STREET.

☞ STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
[4 15tf4p
No. 1006 CHESNUT STREET.

☞ OFFICE OF THE WEST PHILADELPHIA Passenger Railway Company, N. W. corner of Forty-first and Haverford streets.

PHILADELPHIA, July 12, 1870.

The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock, clear of all taxes, payable on and after the 22d instant.

The Books for the Transfer of Stock will be closed until that date.

SAMUEL P. HUHN, Treasurer.
7 13 6t

POLITICAL.

☞ TWENTY-SIXTH WARD.

REGULAR REPUBLICAN TICKET.

SELECT COUNCIL.
JAMES EVANS.

COMMON COUNCIL.
WILLIAM BRADLEY,
JOHN McCONNELL.

CONSTABLES.
WILLIAM LOUDERBACH,
JOHN LAIRD.

SCHOOL DIRECTORS.
JOHN HUHN,
JOHN REED,
D. TAYLOR. 1t*

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,
1870,
WILLIAM M. BUNN,
SIXTEENTH WARD.
Late Private Company F, 72d P. V. [7 11 tf

EXCURSIONS.

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "

Horses, carriages, and freight taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. HUDDELL,
C. TAGGART,
6 29 10t mwftf No. 52 N. DELAWARE Avenue.

BECK'S PHILADELPHIA BAND, NO. 1.

SECOND GRAND EXCURSION AROUND NEW YORK BAY AND STATEN ISLAND.

LANDING AT NEW YORK ONE HOUR.

Leave Philadelphia, from WALNUT ST. WHARF, THURSDAY, July 21, 1870, at 7½ o'clock A. M.

FARE FOR THE EXCURSION:

Single Tickets	$2·50
Gentleman and Lady	4·50

Tickets can be procured at the Office of Beck's Band, No. 828 Market street; of Charles Brintzinghoffer, No. 935 Market street; of Enos C. Renner, No. 501 Girard avenue; Ticket Office, No. 828 Chesnut street, and at the wharf on the morning of the Excursion. 7 18 3t

DAILY FIRST-CLASS EXCURSIONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m 4p

WINES.

CHOICE TABLE CLARETS.

ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7] Corner ELEVENTH and VINE Streets.

MACHINERY.

CARPET AND CLOTH ROLLING AND Shearing Machines roll the piece solid, retaining width and length. GEORGE C. HOWARD,
5 9 mj No. 17 South EIGHTEENTH Street.

CLOTHING.

READY TO PUT RIGHT ON.
LOOK RIGHT WHEN PUT ON.
RIGHT WELL TO PUT THEM ON.
WELL, PUT THEM RIGHT ON.

Ready-made Suits of Alpaca.
Ready-made Suits of Linen Duck.
Ready-made Suits of Gossamer Cassimere.
Ready-made Suits of Drap d'Ete.
Ready made Suits of Seersucker.
Ready-made Suits of Choice Flannel.
Ready-made Suits of Summer Crepe.
Ready-made

Ten Dollar Suits of
Real Scotch Cheviot!!

Those Ten Dollar Real Scotch Cheviots are truly ahead of all competition.

All Sorts of Fine Suits for Summer.

Our Custom Department is in full blast.
Immense assortment of choice Piece Goods.
Reliable Cutters and Fitters.
Reduced Prices.
Call and make yourself comfortable at

ROCKHILL & WILSON
Great Brown Clothing Hall,
603 and 605 CHESNUT STREET.

CHARLES STOKES,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO, [6 27tf
FINE READY-MADE CLOTHING.

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust, and Safe Deposit Company,
OF PHILADELPHIA.
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.

Capital subscribed, $1,000,000; paid, $550,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent, payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

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Clarence H. Clark,	Stephen A. Caldwell,
John Welsh,	George F. Tyler,
Charles Macalester,	Henry C. Gibson,
Edward W. Clark,	J. Gillingham Fell,

Henry Pratt McKean. [5 13fmw§

THE PHILADELPHIA TRUST
SAFE DEPOSIT
AND INSURANCE COMPANY,
OFFICE AND BURGLAR-PROOF VAULTS IN
THE PHILADELPHIA BANK BUILDING,
No. 421 CHESNUT STREET.
CAPITAL, $500,000.

For Safe-keeping of Government Bonds and other Securities, Family Plate, Jewelry, and other Valuables, under special guarantee, at the lowest rates.

The Company also offer for Rent at rates varying from $15 to $75 per annum, the renter alone holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS affording absolute Security against Fire, Theft, Burglary, and Accident.

All fiduciary obligations, such as Trusts, Guardianships, Executorships, etc., will be undertaken and faithfully discharged.

Circulars, giving full details, forwarded on application.

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J. Livingston Erringer,	F. Ratchford Starr,
R. P. McCullagh,	Daniel Haddock, Jr.
Edwin M. Lewis,	Edward Y. Townsend,
James L. Claghorn,	John D. Taylor,

Hon. Wm. A. Porter.

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Vice-President—J. LIVINGSTON ERRINGER.
Secretary and Treasurer—R. P. McCULLAGH.
Solicitor—RICHARD L. ASHHURST. 2 1 mth 6m

DRY GOODS.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET,
AND
No. 1128 CHESNUT Street

PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1·00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

FRENCH STYLE LAWNS

Reduced from 25 to 12½ and 15 Cents Per Yard.

This lot comprises the best styles we ever offered at the price.

CURWEN STODDART & BROTHER,
OLD AND CHEAP LOCATION,
Nos. 450, 452, and 454 North SECOND Street,
7 15 3t Above Willow.

MRS. R. DILLON.
NOS. 323 AND 331 SOUTH STREET.

Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

HOTELS.

COLONNADE HOTEL.
FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

SUMMER RESORTS.

SUMMER RESORTS ON THE LINE OF PHILADELPHIA AND READING RAILROAD AND BRANCHES.

MAY 20, 1870.

MANSION HOUSE, MT. CARBON,
Mrs. Caroline Wunder, Pottsville P. O., Schuylkill
TUSCARORA HOTEL,
Mrs. M. L. Miller, Tuscarora P. O., Schuylkill county.
MANSION HOUSE,
W. F. Smith, Mahanoy City P. O., Schuylkill county.
MOUNT CARMEL HOUSE,
Charles Culp, Mount Carmel P. O., Northumberland co
WHITE HOUSE,
F. Mayer, Reading P. O., Berks county.
ANDALUSIA HALL,
Henry Weaver, Reading P. O., Berks county.
CENTRAL AVENUE HALL,
G. D. Dav Reading P. O., Berks county.
SPRING MILL HEIGHTS,
Jacob H. Breish Conshohocken P. O., Montgomery co.
BOYERTOWN SEMINARY,
L. M. Koon Boyertown P. O., Berks county.
LITIZ SPRINGS,
George F. Greider, Litiz P. O., Lancaster county.
LIVING SPRINGS HOTEL,
Dr. A. Smith, Wernersville P. O., Berks county.
COLD SPRINGS HOTEL, LEBANON COUNTY,
Wm. Lerch, Pine Grove P. O., Schuylkill county.
EPHRATA SPRINGS,
John Frederick, Ephrata P. O., Lancaster county.
PERKIOMEN BRIDGE HOTEL,
Davis Longaker, Collegeville P. O., Montgomery co.
PROSPECT TERRACE,
Dr. James Palmer, Collegeville P. O., Montgomery c
DOUTY HOUSE,
George S. Burr, Shamokin, Northumberland county.

Excursion Tickets will be sold at Philadelphia to and from above points at reduced rates, good for same day issued, and on Saturdays good until the following Monday. 5 25 2m§

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

NATIONAL CAMP MEETING AT OAKINGTON, MD.,

Commencing TUESDAY, July 12, 1870, and continuing ten days.

Trains for Camp Ground will leave Philadelphia (Sunday excepted) at 8·30 and 11·45 A. M. and and 11·30 P. M.

Round trip tickets at reduced rates can be purchased at No. 828 CHESNUT street, or at Depot BROAD Street and WASHINGTON Avenue.

7 7 12t H. F. KENNEY, Superintendent.

ATLANTIC HOUSE,
Newport, Rhode Island.
BOARD REDUCED.

This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.

Families may make special arrangements by the week or season.

WM. W. HAZARD,
4 11 mf4p PROPRIETOR.

BELMONT HALL,
SCHOOLEY'S MOUNTAIN, N. J.,
IS NOW OPEN.

This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.

7 11 1m D. A. CROWELL, Proprietor.

BENTZ HOUSE,
Nos. 17 and 19 EAST MAIN STREET,
CARLISLE, PENNA.

The attention of the travelling community, and persons seeking a quiet summer resort, are called to this first-class Hotel, new and handsomely furnished throughout, with all the modern conveniences.

Terms for summer boarders $6 to $10 per week.
6 1 2m GEORGE Z. BENTZ, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALDWELL, N. Y.—Best of accommodations for families and gentlemen.

Board per day, $3·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21. Open from June 1 to October 20. Address
6 6 2m H. J. ROCKWELL.

CHITTENANGO
WHITE SULPHER SPRINGS,
Madison county, N. Y.

First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors
W. D. WOOD,
6 30 1m* Proprietor.

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.

Reduction of Twenty Per Cent. in the Price of Board.

Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address.

BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstulm 6 26 dlm 7 26 thstulm

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular,

A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE,
Located between United States Hotel and the beach,
ATLANTIC CITY, N. J.
BOARD REDUCED.
Open from June 1 to October 1.
6 1 2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE,
ATLANTIC CITY.

A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.
Terms to suit.
7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 1 1m

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,
6 11 3m Proprietress.

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week.
6 25 6w GEORGE H. MACY, Proprietor.

ATLANTIC CITY.—MRS. LUNGREN (FORmerly of THIRTEENTH and ARCH) has taken a fine cottage on VIRGINIA AVENUE, where she is prepared to receive boarders on reasonable terms. Address E. LUNGREN, Atlantic City. 7 11 mwstf

CENTRAL HOUSE,
ATLANTIC CITY, N. J.,
is NOW OPEN for the reception of guests.
6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

LADIES' PERCALE WAISTS,
PERCALE WAISTS.
LADIES' LINEN WAISTS,
LINEN WAISTS.
LADIES' PERCALE AND LAWN OVERSKIRTS.
A large assortment at
M. SHOEMAKER & CO.'S,
No. 1024 CHESNUT Street.

N. B.—Children's Hernani Dresses reduced from $20·00 to $19·00.
Linen Dresses from $4·50 to $3·00. 7 14 6t

SUMMER RESORTS.

CAPE MAY.

THE PHILADELPHIA HOUSE,
CAPE ISLAND, N. J.,
IS NOW OPEN.

The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.

Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

UNITED STATES HOTEL, FORMERLY Sherman House, Cape Island. The undersigned respectfully informs the public that he has taken the above hotel, and will keep a plain, comfortable house, a good table, and the best wines and liquors that he can procure. Price of board, $17.50 per week. The house is now open for visitors.
6 27 1m JERE McKIBBIN, Agt.

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. LYCETTE & SAWYER,
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THE KINGS OF WAR.

William I, of Prussia.

Napoleon III, of France.

Their Eventful Careers.

German Unity and French Arrogance

Rise of the Present Conflict.

Etc., Etc., Etc., Etc., Etc.

WILLIAM I, KING OF PRUSSIA.

A Sketch of His Stormy Life—His Career as Soldier, Regent, and King—Reigning by "Divine Right" and Fighting for German Unity.

Upon William I, King of Prussia and executive head of the North German Confederation, rest the eyes of the world, as one of the two central figures in the great struggle for supremacy just inaugurated in Europe. We therefore present the following sketch of his life, which is of interest at present, not only in a personal way, but as showing the gradual progress of German unity during the period of his reign.

His Early Life.

The son of Frederick William III and of the Princess Louise of Mecklenburg-Strelitz, he was born on the 22d of March, 1797, at a time when the continent was in the turmoil of the first French Revolution. Being a younger son, he was educated as a soldier, and, having witnessed when a child the humiliation of his country, his family, and his father by the first Napoleon, he commenced his military career, while a mere youth, by participating in the campaigns of 1813 and 1815 against France. Thus from his earliest years he has been pitted against the nation now facing him on the banks of the Rhine, and especially against the family which again controls the destinies of France. After the Napoleonic wars had been terminated by the exile of their instigator to St. Helena, Prince William did not figure very prominently until 1840, in which year he was appointed Governor of Pomerania.

The Revolution of 1848 Sends Him into Exile.

This post he retained until the outbreak of the Revolution of 1848, when, having completely alienated the Liberal party by his undisguised contempt for democracy and everything pertaining to it, he was forced to take refuge in a foreign land. He passed some months in England; and, having in May of the same year been elected a member of the Constituent Assembly, soon after ventured to return to Berlin, assuming his seat in the Assembly on the 8th of June.

His Campaign in Baden.

In June of the following year he was made Commander-in-Chief of the Prussian army operating against the revolutionary force in Baden, and signalized himself by a merciless and triumphant campaign. In 1854, he was appointed Military Governor of Rhenish Prussia, the very position now held by Prince Charles Anthony, the father of Prince Leopold of Hohenzollern, but for whose existence the present struggle would probably not have commenced. During his residence at Mayence in this capacity, it is said that his arbitrary bearing and course did much towards increasing the disaffection of the people of that city towards Prussian rule. The Crimean war, which transpired about this time, found Prussia on a neutral platform, much to Prince William's regret and opposition, longing, as he did, to lead an army against France at that time.

He Becomes Regent in 1858.

In 1858 the mind of his elder brother, King Frederick William IV, gave way, and he was elevated to the nominal position of Regent, and actual position of ruler of the kingdom, with an immediate prospect of the speedy succession to the crown itself, as the royal lunatic was without issue.

The first thing he did as Regent was to cut loose from the aristocratic party with which he had theretofore affiliated, and by the adoption of a measurably liberal policy laid the basis of his future career.

He Crowns Himself King by "Divine Right" in 1861.

Frederick William died on the 2d of January, 1861, and the Regent succeeded to the throne as William I. His coronation took place at Koenigsburg, on October 18 following, amid much pomp. King William placed the crown upon his own head with his own hands, and, despite the liberal professions so recently made, he on this occasion emphatically asserted the divine right of kings, declaring that he held his power, not from the people or the Constitution, but "from God alone."

His Absolute Policy—A Struggle with the Prussian Diet.

The Liberal party, of course, were disappointed, and a desperate struggle between the crown and the chambers was inaugurated at the very outset of his reign. The King insisted imperatively upon a reform in the army, which, he was satisfied by the recent Italian war, was unequal to maintaining the position of Prussia as one of the great powers of Europe. The trouble with the House of Deputies was precipitated by the haste which he manifested in carrying forward his scheme before the budget had been definitely acted upon. In March, 1861, the House had by resolution insisted upon a more specific budget, whereupon it was dissolved. The resignation of the Cabinet ensued, followed, in 1862, by the election of an overwhelming opposition majority to the House of Deputies.

He Calls Bismarck to His Help.

The new ministry proved no stronger than their predecessors, and the eyes of the King were turned towards Bismarck, then Ambassador at Paris, as the man who could face the popular clamor at such a crisis. He was not mistaken in the character of the man. The House of Peers sustained the policy of the King, but the Deputies persistently refused to vote the increased military budget demanded, and Baron von der Heydt, the Prime Minister, refusing to spend the money against this vote, resigned.

In September following Bismarck was called from Paris to take his place. He made a show of conciliation and withdrew the obnoxious budget, "because," as he alleged, "the Government considered it their duty not to allow the obstacles towards a settlement to increase in volume."

The Policy of "Iron and Blood" Announced.

Then he announced his policy. "It was," said Bismarck, echoing the sentiments of the King, "owing to the great obstinacy of individuals that it was difficult to govern with the constitution in Prussia. Bavaria, Wurtemburg, and Baden might indulge in liberalism; but they are not therefore called upon to play the part of Prussia. Prussia must hold her power together for the favorable opportunity which has already been sometimes neglected; the frontiers of Prussia were not favorable to a good State constitution. The great questions of the day were not to be decided by speeches and majorities—this had been the error of 1848 and 1849—but by iron and blood!"

The House of Deputies having, on October 7, declared all expenditures not sanctioned by it unconstitutional, that body was dissolved on the 13th, and the theory, apparently sustained by the peculiar constitution of Prussia, that the last budget voted would remain in force until harmony was restored between the two branches of the Legislature and a new budget voted by the Deputies and fully concurred in by the Upper House. So the King and his new Premier proceeded to "reform" the army without legal sanction and in defiance of popular opinion.

Meanwhile troubles with Austria were arising, because of the assumption by the King and Bismarck of the right of Prussia to strengthen her position in Germany by forming a closer union with States within the Confederation, and Prussia avenged herself for the opposition of Austria by recognizing the kingdom of Italy. In 1863, the enmity of the Liberal party was still further aroused by an alliance with Russia for the suppression of the insurrection in Poland. Another Liberal victory at the polls encouraged the opposition in the Deputies to bring a fresh accusation against the King of violating the Constitution by governing without a budget. The address containing this imputation the King refused to receive in person, Bismarck supporting him with the declaration that "constitutional conflicts may be decided in other countries by a change of ministry, but such is not the custom in Prussia. With us," he continued, with characteristic arrogance, "if two political bodies which cannot go to law are unable to agree, circumstances decide which of the two is the strongest!"

The War Against Denmark.

But a war upon Denmark diverted the attention of the people from their imperilled liberties for the time, and reconciled them in a measure to the arbitrary policy of the King. The death of Frederick VII of Denmark, November 15, 1863, led to the revival of German claims upon the duchies of Schleswig-Holstein. By order of the German Diet, a Federal army entered Holstein on December 23. Prussia, however, joined hands with Austria and interfered early in 1864, without regarding the action of the Diet, and in opposition to its wishes. A hotly-contested campaign ensued, the duchies were wrested from Denmark, and King Christian IX, the successor of Frederick VII, was compelled to sign, by his representative, at Vienna, on October 30, 1864, a treaty in which he renounced all his claims to the sovereignty of Schleswig-Holstein and Lauenburg.

The War Against Austria—Disruption of the Germanic Confederation.

This accomplished, it was only necessary to precipitate a quarrel with Austria to obtain an opportunity for seeking to place Prussia at the head of the German States. King William, it must be confessed, entered into the wild and desperate schemes of Bismarck with much reluctance at the first. But he was gradually persuaded to insist upon the annexation of the duchies wrested from Denmark, with or without the consent of Austria, and the unscrupulous Bismarck, prompted solely by the grand idea of German unity, with Prussia at the head of it, succeeded in effectually estranging him from the Emperor of Austria. The situation was rendered more critical by the short-sighted policy of the latter country. A conference of the great powers was held at Paris, but it failed to avert the impending struggle. Austria then appealed to the other States represented in the Diet to assist her in maintaining her rights, to which Prussia responded by announcing that favorable action would be the signal for war. The warning was unheeded, and on the 15th of June, 1866, orders were sent by telegraph for the Prussian columns to move. The King's last scruples were removed, and he entered zealously into all the schemes of his Prime Minister, reassured by the intense enthusiasm with which this decisive action was received by the people. The violated constitution and the unauthorized budgets were lost sight of in the grand uprising which followed the King's appeal to his people, an uprising equalled only by the one which the recent course of France on the Hohenzollern candidacy has provoked.

The campaign which followed lasted but five weeks. War against Austria was formally declared on June 17, Italy joining in the aggression by a declaration of war on the 20th. On the 24th was fought the battle of Custoza, and on the 30th the King, accompanied by Bismarck, left Berlin for the seat of war. In company they fearlessly sought the front in every battle, and were present on the 3d of July, when Austria was fairly humbled in the dust on the fatal field of Sadowa. So utterly prostrated was Austria that she made a mere show of resistance thereafter, and on the 23d of August was signed the treaty of Prague, terminating hostilities between her and Prussia, the treaty of peace with Italy being signed at Vienna on October 4.

Formation of the North German Confederation.

The result of the grand system of intrigue conducted by Bismarck, and followed up so successfully on the field of battle, was the formation of the North German Confederation, practically as it now exists. The claims of Austria upon Schleswig-Holstein were yielded up to Prussia, which annexed also the Kingdom of Hanover, the Electorate of Hesse-Cassel, the Duchy of Nassau, the Free City of Frankfort, and portions of Bavaria and Hesse-Darmstadt. Austria renounced all connection with the Germanic Confederation, and a new confederation was formed, under the leadership of Prussia, consisting of all the States north of the river Main, including the kingdom of Saxony and twenty other duchies, principalities, and free cities, Prussia, however, comprising more than four-fifths of the population of the confederation. In the negotiations which followed the war and brought about this consolidation Bismarck was the master spirit, combining boldness and energy with foresight and prudence, displaying moderation towards such of his adversaries only as he had not decided to crush.

A Policy of Peace.

From that time up to the complications resulting from Prince Leopold's candidacy for the throne of Spain, the ostensible policy of the King and his Government has been one of peace. A long and tedious negotiation was necessary to arrange the boundaries of Prussia and the new Confederation of North Germany, and great care and forethought were demanded in the task of consolidating the power the former had gained. The dream of a united Germany was nearer realization than ever before, but its achievement has been greatly retarded by the repressive policy adopted by the King's Government. The agreement made by Prussia by the treaty of London, May 11, 1867, to dismantle and neutralize the stronghold of Luxumbourg, which had been severed from Germany, threatened a conflict with France, but this was averted by the statecraft of Bismarck and an ostensible fulfilment of the treaty obligations.

The Jealousy of France.

Yet the growing power of Prussia has continued a *bete noir* to Napoleon, and since the humiliation of Austria in 1866, which placed her rival in the position of leadership in Germany to which she had so long aspired, the Emperor of the French has been impatiently awaiting the signal for the conflict which the victory of Sadowa rendered a mere question of time.

The Issue Joined with France.

The Luxembourg imbroglio in 1867 found neither nation prepared for the war. The startling announcement, on the 5th of the present month, that General Prim had tendered the crown of Spain to Prince Leopold, a distant member of the royal house of Prussia, precipitated the struggle for which neither of the antagonists are as fully prepared as they would like to be. Yet, each fearing that the other would gain greater accessions of strength by further delay, the abandonment by Prince Leopold of his candidature was insufficient to allay the passions so long slumbering and at last fully aroused; and when a reasonable pretext for war on the part of France was removed, Napoleon has insisted on its removal being followed by such pledges and guarantees on the part of Prussia as it was utterly impossible for her to give; while Prussia, maintaining a dignified stand of reserve, impressed with the belief that a conflict was inevitable in the end, has calmly refused to accede to the demands of France, and responded to Napoleon's declaration of war by a spontaneous and enthusiastic uprising and a jubilant shout of "On to the Rhine!" The arbitrary policy and absolute tendencies of King William are as completely ignored by the whole people of North Germany now as they were in June, 1866, when the cry of "On to Vienna!" was echoed from one end of the kingdom to the other. A striking exhibition of the unanimity of feeling in Prussia was shown by the grand escort of 100,000 people which, with shouts and cheers and national songs, accompanied the King from the station to the palace, on his arrival in Berlin on the night of the 15th.

King William's Personal Appearance and Character.

King William, now in his seventy-fourth year, is a stalwart, deep-chested man, with a square, rugged face, a heavy jaw, a bristling grey moustache, and a cold, glittering eye—the very beau-ideal of a veteran warrior who deems the sword the safest arbiter of every point in dispute. His military education and hereditary hatred of the Bonaparte family have combined with the associations and circumstances of his stormy career to render him almost an undisguised foe of liberal tendencies of all sorts, and a devout and unaffected worshipper at the shrine of royalty. Believing that he wields the sceptre by divine right, he does not scruple to wield it as he wills, and it is the accident of his position alone as the leader of the party of German unity that has kept him firmly seated on the throne for the past nine years. If his ambition had led him in a different direction, he would doubtless ere this have been swept away. But the idea of German unity, which has so firmly possessed his soul, is as deeply rooted in the hearts of his people, and, so long as the aspirations of King and subjects thus coincides, he will be able to rally Germany at his back whenever he is assailed from without. In times of peace, he is unpopular with the great mass of his people, because of his arbitrary tendencies and utter contempt for all the formalities of law and constitutional guarantees which run counter to his will or whims; in times of war he becomes the embodiment of a national idea, and the people rise to his support as one man. Left to himself, he might do either better or worse than he has done; for his policy, as well as for his success during the past eight years, he is immeasurably indebted to the wily Bismarck who stands behind his throne, and is accused, not entirely without reason, of moulding his will and dictating his course with as much facility as if he were a mere automaton.

King William's Family.

On the 11th of June, 1829, the King married the Princess Augusta, daughter of Charles Frederick, the Grand Duke of Weimar, by whom he has had two children, Frederich William, the Crown Prince born October 18, 1831, and married January 25, 1858, to Victoria Adelaide, Princess Royal of Great Britain and eldest child of Queen Victoria; and the Princess Louise Mary, born December 3, 1838, and married September 20, 1856, to Frederich William, the Grand Duke of Baden. The Crown Prince has already five children, the eldest, Prince Frederick William, born January 27, 1859, and the youngest, a daughter, born a few weeks ago.

NAPOLEON III, EMPEROR OF THE FRENCH.

Facts that are Stranger than Fiction—The Doubtful "Nephew of His Uncle," and His Romantic Career—Forty Years of Exile and Wandering—Spasmodic Attempts at Mounting the Throne—Prince President, Dictator, and Emperor at Last—The Napoleonic Idea of Democracy and Imperialism.

With the career of the French Emperor, who has at last appealed to arms to put some bounds to what he considers the grasping policy of the Prussian King, the people of this country are more familiar than with that of his antagonist. A brief outline of the leading events of his romantic life, however, will not be without interest.

His Questionable Parentage and Early Life.

Charles Louis Napoleon Bonaparte is the third son of Queen Hortense, the daughter of the Empress Josephine by her first marriage and husband of Louis Bonaparte, younger brother of the first Napoleon, and at one time King of Holland. Presumably, also, he is the son of the ex-King of Holland; but grave doubts of his claim to this distinction have been frequently expressed. Queen Hortense, like all the females of the Beauharnais family, had the reputation of being not over scrupulous in the favors she extended to the gay noblemen and soldiers by whom she was surrounded, and the scandal of more than half a century has credited the paternal parentage of her third son to a certain Count Flahault, with whom she was very intimate, and by whom she had already had a son, the late Duc de Morny. This scandal has been strengthened by a singular resemblance between Count Flahault and the present Emperor of the French.

He was born, however, in the midst of unquestionable surroundings, having first seen the light in the Palace of the Tuileries, on the 20th of April, 1808. This renders him about eleven years younger than the hard-featured, stern-eyed monarch who is glaring at him from across the Rhine. The first Napoleon had been one of his sponsors at baptism, and received him into high favor from the day of his birth. After the return from Elba, he was taken by his uncle to the Champ de Mars, and there, at the age of seven, presented to the deputies of the people and the army. When Napoleon embraced him for the last time at Malmaison, previous to his departure for St. Helena, both were much affected, the child wishing to follow his uncle, and being pacified with great difficulty by his mother.

An Exile Among the Alps.

Going into exile with the rest of the Bonaparte family, Queen Hortense and her son, after living for a time at Augsburg, took up their abode in Switzerland, where Louis was admitted to citizenship, permitted to serve in the Swiss army, and studied gunnery at the Military Academy on the shores of Lake Thun. The elevation of Louis Philippe to the throne by the Revolution of July, 1830, caused him to apply, first for permission to return to France, and then to serve as a private soldier in the French army, both of which requests were refused.

A Wanderer on the Continent and in England.

In 1831 he and his elder brother settled in Tuscany, and took part in the insurrection at Rome. His brother died on the 17th of March, and he escaped to England. In a short time he retired to the castle of Ahrenenberg, in Thurgau, Switzerland, devoting his leisure in 1832-35 to literary labors, and publishing successively "Political Reveries," "Political and Military Considerations on Switzerland," and a "Manual on Artillery." In the first-named work he declared his belief that France could be regenerated only by one of Napoleon's descendants, as they alone could reconcile republican principles with the military aspirations of the nation.

He Becomes the Heir of the First Napoleon.

Before Louis Philippe was firmly established on the throne, the Duc de Reichstadt, the imbecile son of the first Napoleon, was on the point of becoming the leader of a disaffected party in France; but his death and that of his eldest cousin transferred the heirship of the exile of St. Helena to Louis, whose hopes of ultimately ascending the throne, when once aroused, never abated.

The Attempt upon Strasburg.

In the early part of 1835 his designs became evident, and, after maturing his plans, he left Ahrenenberg in June, 1836, for Baden-Baden. In August he paid a secret visit to Strasburg, which he regarded as the most vulnerable point for his attempt, and after securing promised co-operation from fifteen of the officers of the garrison, proceeded to Switzerland, while his adherents were perfecting the plot. The project, however, was a miserable failure, and Louis was taken prisoner, detained at Strasburg from October 30 till November 9, and then conducted to Paris. His life was spared on condition of his going to the United States. This he did, under protest, but soon returned to Europe to find his mother on her deathbed in Switzerland.

Driven from Switzerland, he Makes an Attempt upon Boulogne.

In 1838 the French Government became alarmed at his presence in Switzerland, and demanded that he should be driven from that country. The demand was backed up by the appearance of an army on the borders, wherupon Louis fled to England, taking up his residence in London. In 1839 he published there his celebrated work "Des Idees Napoleoniennes." This was followed by another attempt to secure the crown. On the 6th of August, 1840, he landed near Boulogne, at the head of a party of fifty-five adherents, including Count Montholon and General Voison. But one man in the garrison responded to his summons to join his standard, and after some manœuvring about the town, he was captured while trying to escape to his steamer. In October he was put upon his trial before about 160 of the Peers of France, many of whom were indebted to his uncle for their ranks and titles.

A Prisoner at Ham.

The skilful defense made by M. Berryer was in vain, and Louis was sentenced to perpetual imprisonment in a fortress in France, his companions being awarded various terms of imprisonment. He was immured in the Citadel of Ham, where he remained in confinement six years. On the 25th of May, 1846, he made his escape from the castle, in the disguise of a workman, crossed the frontier into Belgium, and for the third time sought refuge in England, where he continued to reside until the revolution of 1848 and the downfall of Louis Philippe.

Elected Prince President of the French Republic.

He was at once elected a representative in the National Assembly and soon after Prince President of the French Republic by an overwhelming vote. At this period he had a difficult game to play. While embracing every opportunity to revive the most agreeable and glorious recollections of his uncle's rule, it was necessary for him to make the most earnest protestations of devotion to republican principles and the most zealous disavowals of all ambitious designs.

The Coup d'Etat and the Empire.

But this deception lasted scarcely three years, and on December 2, 1851, having imprisoned every statesman in Paris from whom he would be likely to encounter opposition, dissolved the Assembly, and seized the most distinguished generals who were suspected of disaffection, he proclaimed himself Dictator. He then offered himself to the people as a candidate for the office of President for the term of ten years, and, tolerating no opponent, was, of course, triumphantly elected. A constitution conferring upon him absolute sovereign power was proclaimed, and under it he ruled for one year.

Then he appealed to the people again, and in response the Empire was restored, with himself upon the throne, by such a majority as made the vote practically unanimous. The goal at last was reached, and the Second Empire was proclaimed on December 2, 1852, the anniversary of the *coup d'etat*, and Charles Louis Napoleon Bonaparte ascended the throne as "Napoleon III, Emperor of the French, by the grace of God and the will of the People." The recognition of his imperial station was gradually made by the leading powers of Europe, Great Britain taking the lead, and for nearly eighteen years he has reigned without interruption from within or without.

It is impossible to do more than glance at the events of his reign in this connection. In 1854 he embarked in the war against Russia, which was waged in alliance with England, Sardinia, and Turkey, and terminated successfully by the fall of Sebastopol in 1856. On England fell the hardest part of the fighting, while France reaped the greater share of the glory and profit resulting from it.

On the 29th of January, 1853, he had married Eugenie Marie de Guzman, Countess de Teba, a scion of an old noble family of Spain. In company with her he paid a visit to England in April, 1855, being received with general favor by both the court and the people, and made a Knight of the Garter by the Queen. On March 16, 1856, the Empress gave birth to a boy, known as the Prince Imperial, and bearing the special cognomens of Napoleon Eugene Louis Jean Joseph. The birth of this "blessed baby" was the occasion of great rejoicings throughout France.

Early in 1858 an attempt was made upon the Emperor's life by one Orsini, who had concocted his plans in England in connection with Dr. Bernard, a Frenchman residing in London. Lord Palmerston, therefore, attempted to amend the English criminal code so that it would apply effectively to such conspiracies, and his defeat in Parliament led to a temporary suspension of the cordial relations between the two countries. But these were soon restored, although Dr. Bernard was acquitted by an English jury.

In 1859-60, the Emperor espoused the cause of Victor Emanuel against Austria, and in person led an army to his assistance, defeating the enemy on several decisive fields, and terminating the war by the victory of Solferino, June 24, 1860. By the peace of Villa Franca, July 11, Austria ceded Lombardy to Victor Emanual, whose territory was further increased by the annexation of the duchies, Napoleon being recompensed by the cession of Savoy and some neutral Swiss territory to France. In 1861, he became a party with England and Spain in the outrageous assault upon the Mexican republic. When his allies discovered that he had ulterior objects in view, and was intent upon something more than the mere vindication of the rights of foreigners, they abandoned him; but Napoleon caused his troops to remain, and persisted in an effort at setting up the Archduke Maximilian of Austria as Emperor. The whole project was a wretched failure, not less for France than for Maximilian, and great dissatisfaction was expressed at home because of the Emperor's interference. Finally he abandoned Mexico, leaving the unfortunate Archduke to his fate, in answer to the repeated protests of the Government of the United States, the last detachment of the French troops evacuating the country early in 1867.

Once after his ascent of the throne the Emperor returned to his literary labors, publishing in 1865 the first volume of an elaborate work entitled "Histoire de Jules Cesar." The literary and historical merits of this work were unquestioned, as its imperial author enjoyed unusual facilities in its preparation. It was printed at the Imperial Printing Office, and the preface bore the date of March 20, 1862. English and French editions of it were soon brought out both in this country and England.

His General Policy,

from the outset of his reign until within a year past, has been one of absolutism. Freedom of speech and of the press were unknown, the Senate was a mere instrument of his will, and the elections of delegates to the Corps Legislatif were so manipulated as to render that body almost equally subservient. But the vote polled by the opposition in May, 1869, showed such an alarming increase that Napoleon at once became alarmed, and proclaimed, in the Senatus Consultum of September, certain reforms in answer to the demands of the people. Still further warned by the boldness of the Liberal party in the Corps Legislatif, he finally professed to apandon the system of personal government and an irresponsible ministry, which had been inaugurated by the *coup d'etat* of 1851, and on the 2d of January of the present year, M. Emile Ollivier, the leader of the more moderate Liberals, was called to the head of the ministry. But this concession did not serve to satisfy the people, and in the disturbances which followed, the arrest and imprisonment of Rochefort, the editor of *La Marseillaise*, in January last, a formidable uprising in Paris was only averted by the presence of a veteran army of 100,000 men. When Rochefort was safely disposed of for six months, another appeal to the people was made, and the *plebiscitum* of May, which received about 7,350,000 affirmative to about 1,550,000 negative votes, nominally ratified the so-called reforms in the Constitution which had been inaugurated by the Emperor at various times. Simultaneous with this came an alleged conspiracy against his life, and numerous arrests, especially of men connected with the workingmen's organizations, were made.

The Trouble with Prussia.

Before all the implicated parties could be brought to trial, and while the question of a possible encounter with Prussia was being broached in the Corps Legislatif, during the debate on the army contingent, the candidacy of Prince Leopold of Hohenzollern for the throne of Spain fully aroused the great majority of the French people, not less than the Emperor himself. Napoleon demanded of the King of Prussia the withdrawal of Prince Leopold. This demand was acceded to, Prince Leopold withdrawing unconditionally as soon as the peace of Europe was threatened. Napoleon then demanded that William I, as King of Prussia, as well as the head of the House of Hohenzollern, should renounce forever all pretensions to the throne of Spain on the part of any member of the Hohenzollern family. To this demand King William in a dignified manner responded that he had had nothing to do with the candidature of Prince Leopold, and on the 14th finally declined to hold any further communication with the French Ambassador on the subject.

It was evident from the start that the candidature of the Prince of Hohenzollern was a mere pretext; that Napoleon, remembering how he was outwitted in 1867 on the Luxembourg question, jealous of the growing power of Prussia, and longing for an occasion to humble King William, and at the same time push the boundaries of France to the Rhine, was determined upon going to war. So, at 2 o'clock on the afternoon of the 15th, the Corps Legislatif formally declared war against Prussia, and the preparations for the impending struggle which were already in progress were at once pushed forward with all possible celerity, the French people responding to the cry of "On to the Rhine!" with quite as much unanimity and enthusiasm as those of Prussia.

CITY ITEMS.

COATS OF LIGHT WOOLLEN FABRICS, *made up skeleton,*
of Alpaca, Drap d'Ete, Linen, etc.
VESTS, *of Black and Fancy Cloths and Woollens, made up skeleton,*
of Drap d'Ete, Linen, Marseilles, etc.
PANTS *of light weight, Black and Fancy Cassimeres,*
of Drap d'Ete, Linen, Duck, Drill, etc.
EVERYTHING IN THE WAY OF
SUMMER CLOTHING
SOLD AT
GUARANTEED LOWER PRICES
THAN ELSEWHERE.
HALF-WAY BETWEEN FIFTH AND SIXTH STS. } BENNETT & CO., TOWER HALL, No. 518 MARKET ST.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

THE PHILADELPHIA UPHOLSTERY of Messrs. Albertson & Co., No. 1435 Chesnut street, employs skilful workmen at every branch of the business. Low prices and promptness.

SEA MOSS FARINE, from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc., etc. The cheapest, healthiest, and most delicious food in the world.

AS MANY OF THE COMPLAINTS OF CHILDREN originate from the irritation and the derangements caused by worms, a remedy that will effectually rid the system of these pests is well calculated to be of great benefit, and to be frequently required in every family. Dr. D. Jayne's Tonic Vermifuge is such a preparation, not only certain to destroy worms, but most excellent for the purposes of a General Tonic, strengthening the stomach and digestion, and dissipating any febrile tendency in the system. In Dyspepsia, young and old will find it equally effective, and, altogether, no remedy of more general application could be kept in the household. Sold everywhere. Small size, 37 cents; double size, 50 cents per bottle.

TEMPERANCE MEN ADMIT ITS UTILITY.—No attempt has ever been made, or ever will be made, to disguise the character of PLANTATION BITTERS. It contains alcohol, and no Bitters that do not contain alcohol are worth a rush. Water will neither preserve the virtues of tonic vegetables nor render them active in the system. This is a chemical fact which no person competent to deliver an opinion on the subject will deny. Water tonics turn sour on the stomach, if they are not sour to begin with (which is frequently the case), and produce and promote indigestion, instead of curing it. Let it, therefore, be distinctly understood that PLANTATION BITTERS is an alcohol restorative. But mark this: it is strictly a medicine, not a beverage. It is to be taken in limited quantities and at stated times, like other remedies and antidotes, and therefore its use is in accordance with temperance law, as well as with that "higher law" which renders it incumbent upon every being gifted with reason to resort to the best possible means of accomplishing a salutary end.

ONE of the most delightful places of summer resort to be found anywhere in the country is at North Wales, on the line of the North Pennsylvania Railroad. The North Wales Hotel, which has been lately remodelled and furnished in elegant style, is now receiving boarders for the season. The proprietor (Abel Lukens) is well known to very many persons as just the man for the place.

NEVERMORE can the coarse, gritty tooth powders and tooth-destroying chemical fluids find a place on the toilets of sensible people. The fragrant and preservative SOZODONT has superseded them all.

"SPALDING'S GLUE" mends Furniture, Toys, Crockery, all ornamental work.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash.
Balance in monthly instalments.
O. F. DAVIS, No. 810 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

DIED.

BULLOCK.—In Germantown, on the 17th instant, MARGARET C., wife of Charles Bullock.

Funeral services at her late residence, Harvey street, near Wayne street, Germantown, on Tuesday, the 19th instant, at 8 o'clock A. M. Interment at Wilmington, Del. *

FITLER.—Suddenly, on the 17th instant, MARY WONDERLY, infant daughter of C. H. and E. B. Fitler, aged 2 months and 10 days.

The funeral will take place from the residence of her parents, Frankford avenue and Harrison street, Frankford, on Tuesday afternoon at 3 o'clock. To proceed to Laurel Hill. §§

ROYER.—On the 16th instant, JOSEPHINE D., wife of Martin Royer, and daughter of Elizabeth and the late John Brown, aged 33 years.

The relatives and friends of the family are invited to attend the funeral, from the residence of her husband, No. 347 N. Tenth street, on Tuesday afternoon, the 19th instant, at 3 o'clock. *

WEDEKIND.—On the 17th instant, after a lingering illness, GUSTAVE WEDEKIND, in the 70th year of his age.

The relatives and male friends of the family are respectfully invited to attend the funeral, from his late residence, No. 808 N. Broad street, on Wednesday morning at 9 o'clock. **

CLOTHING.

JONES'

ONE-PRICE

CLOTHING HOUSE,

No. 604 MARKET Street.

OUR GARMENTS ARE WELL MADE.
OUR CUTTERS ARE MEN OF TALENT;
BUT ONE PRICE IS ASKED.
SATISFACTION GUARANTEED EVERY PURCHASER.

4 11 mwf6ptf GEO. W. NIEMANN.

TO RENT.

TO LET—THE STORE PROPERTY NO. 729 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER, Delanco, N. J.
12 10tf

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.
Apply to AARON HURLEY, No. 269 S. SEVENTH Street.
6 15

TO RENT—A FURNISHED COTTAGE AT Chelten Hills; also, one at Cape May. Half price. R. J. DOBBINS, Ledger Building. 7 16 3t*

TO LET—LARGE DOUBLE HOUSE, NO. 3909 Spruce Street; lot 100x175 feet. Apply at No. 127 South THIRD Street. 7 14 3t

ART EXHIBITION.

C. F. HASELTINE'S GALLERIES,

No. 1125 CHESNUT STREET.

LOOKING-GLASSES,
PICTURE FRAMES,
ENGRAVINGS,
AUTOTYPES,
SWISS PANORAMAS,
CHROMOS,
PHOTOGRAPHS,
ARTISTS' MATERIALS,
11 10rp ETC. ETC.

THE FINE ARTS.

LOOKING-GLASSES,

Every Novelty in style, at very low prices.
OIL PAINTINGS,
ENGRAVINGS,
CHROMOS, ETC. ETC.
A large selection.
PICTURE FRAMES, a prominent Department, revised very low prices.
RUSTIC FRAMES, EASELS, PORCELAINS.
ROGERS' GROUPE, Sole Agency.
GALLERY OF PAINTINGS, free to the public.

JAMES S. EARLE & SONS,
No. 816 CHESNUT STREET,
PHILADELPHIA

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street next door to the Post Office. rp6

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 18, 1870

Europe in New York

The city of New York is exceedingly agitated over two subjects, both of which it appears to have equally at heart. The first is the political convulsion which threatens to include all Europe in its throes; the second is which yacht is to win, the Cambria or the Dauntless. Whichever yacht is first espied off Sandy Hook will be immediately communicated to the public at this port by a peculiar arrangement of flags, calculated to telegraph the news in the most picturesque and plain manner. I might almost say that the war question assumes a secondary place in the popular heart. On Saturday frantic attempts were made on Wall street to manufacture capital from cablegrams. To create a panic, however, was impossible. Gold, which sold on Friday at 3 P. M. at 115¼, sold at 10 on Saturday morning at 116⅝. Gold closed on Saturday at 116⅝, the lowest point it reached being 116½ and the highest 116⅝. The bulls and bears were never in a direr state of pecunious perspiration. The Gold Exchange Room, between the mental excitement and the feverish physique of the crowds who filled it, was almost as hot as though it had heated furnaces beneath. However European markets may be affected by the political questions now agitating all Europe, the markets have at least hitherto been unaffected here. Time was when gold went up like a gas-balloon, but an international row three thousand miles off permits us to look on with folded arms and calm regards. This is as it ought to be. At the French and the Prussian Consulates not a drop could be extracted from the official lemon by the most lemon-squeezing reporter. No instructions have been received by either of the consuls from his government, and a diplomatic reticence was therefore the order of the day. A significant event, however, happened to the North German Lloyd's steamer Hermann, Captain Reichmann. She was to have sailed at two o'clock on Saturday afternoon from the pier at the foot of Third street, Hoboken. All the passengers were on board, the steam was got up, everything was in almost perfect readiness to start. At about three-quarters of an hour before the very moment of leave-taking, Captain Reichmann received a despatch which forbade him leaving this port. Figure to yourself the scene. Some show of remonstrance was made, but it fell on the Captain like feathers on the Cardiff giant. The steam was turned off, the passengers were turned out, and by the time two o'clock came (the hour when she was to have left the pier) she was as closely hugged up against the wharf as if no thought of sailing had ever entered the head of crew or passenger. Messrs. Oelrichs & Co., of Broad street, had been the recipients of the despatch which they had immediately forwarded to Captain Reichmann. With respect to the general feeling in the city, it finds some exponent in the fact that a number of Germans held a meeting at Delmonico's down-town establishment for the purpose of expressing their sympathy with Prussia. A large meeting is to be held on Wednesday evening at Steinway Hall, which has been gratuitously tendered therefor by its proprietors. During Saturday afternoon an intense but entirely unwarranted excitement was got up at the Battery by the intelligence. A rumor was created, for instance, that an engagement was inevitable between the Jean Bart and the Semiramis, of the French marine, and the Prussian frigate Ancona. Hundreds of people repaired to the Battery, intent on smelling gunpowder, and supremely indifferent to imminent sunstroke. Probably so great an amount of perspiration was never manufactured by so small a number of people in the same space of time. Opera-glasses and field-glasses were brought to light, and some of the more ideal of the spectators saw the belching broadsides, heard the cries of the wounded and dying, and confidently looked for a circumstantial account in yesterday morning's papers. The unreliability of human expectations was illustrated when it was positively ascertained that the Semiramis was in all probability in a French port, that the Jean Bart was far on her way to one, and that the Prussian frigate Ancona was very likely safe and snug at Plymouth. When these facts were definitely ascertained it was decided to wait a little longer for the lists of killed and wounded.

If I run the chance, by writing so aften about **Free Bathing Establishments,** of wearing out the patience with which you expect me to touch on something new, it is because those institutions have really taken a very strong hold here, so much so that all teachers in the city—public school, private school, and Sunday school—are invited to attend a meeting next Saturday, at which the advantages of such establishments shall be enforced in a lecture. The meeting is to be held at half-past one next Saturday afternoon, at the church at No. 240 West Fiftieth street. It is proposed to erect a number of free bathing houses, and to found hygienic libraries, rooms for calisthenic practice, and halls for physiological lectures in connection therewith. The National Veteran Temperance Corps is going to add to its efforts in the cause of temperance a series of well-directed attempts in the way of establishing free baths, and evidently recognizes the efficacy of water as an outside tonic as well as an inside moral regenerator. Dr. David P. Halbon, the secretary of the Committee on Free Baths, states that $50,000 of the tax levy of 1869 for this city are for the erection of two free floating baths, one on East river and one on Hudson river. The corps intend this to be the basis for a series of fresh and of salt water baths, warm and cold, at all seasons, in the central portion of the city. This is at least a hopeful indication that we shall never retrograde to that washless condition in which free public baths were only an idea and nothing more.

ALI BABA.

THE MYSTERIES OF MILEAGE.

The Washington correspondent of an Indiana paper has been investigating the subject of mileage. He recalls the fact, which almost everybody has forgotten, that no sooner had the Republican party come into power than the mileage paid to members of Congress was cut down one-half, that is, from forty cents to twenty cents per mile. The total reduction of mileage, however, as the figures show, has been a great deal more than a half. In 1859 there was paid to Senators $75,911 as mileage. In 1869, with six more Senators, there was paid $29,312·40, a difference of $46,597·60. Of course, the question arises how is it that with more Senators the total mileage is nearly $10,000 less than half what it used to be? The correspondent thus explains the mystery:—

Members of Congress certify to the number of miles which they travel, and their word of honor has usually been deemed sufficient. According to their certificates, then, these old fathers of Israel travelled a good many more miles than their Republican successors; and my heart fairly bled for the virtuous old gentlemen, when I noted their long and weary search for this historic spot on the banks of the placid Potomac. There was Johnson of Arkansas; when he was a Senator it was 4060 miles from Little Rock to Washington and back. Now it is not so much by a thousand miles at least; so says Rice, his Republican successor. Think of poor Green, of Missouri, tramping 3500 miles to reach the Capitol, while Drake merely cuts it across lots and saves 1500 miles, the former coming up at a cost to the people of $1400, the latter for less than $500. We used to pay that eminent diplomatist, Gwin, of California, nearly $6000 for coming to Washington. We get Cole, a Republican, here for $1300. It cost us $800 every time that shining Democrat, Jesse D. Bright, turned his face to the Capitol; but Morton comes down for $359 a year. Graham N. Fitch, of Indiana, had a very weary time of it, for he travelled 2865 miles and finally reached Washington, after much suffering, at a national expense of $1146. Pratt, though living in the same town, discovered some wonderful route twelve hundred miles shorter, and so we get him here and back again, heavy as he is, for $339·29.

The great and good man, David Turpie, when he had the misfortune to be a Senator for a few days, wandered about like a lost sheep, until finally his eyes were gladdened at the sight of the dome, after having travelled 2636 miles. Colfax, Packard, and others make the distance from Northern Indiana to the capital from eight to nine hundred miles shorter than did Turpie.

Davis, the great and costly Jefferson, travelled four thousand miles every time he came up to the capital, and charged us $1600 for the trip. Revels, blacker, but more modest, living one hundred and fifty miles further away, cuts across the country a thousand miles nearer, and charges $1000 less for the job. These figures are from the official records, and challenge contradiction.

THE MAN IN THE WHITE COAT.

At the recent Commemoration at Oxford, the students, as usual, amused themselves before the exercises began with "guying" such of the auditors as attracted their attention by any peculiarity of dress.

"White coat!" A score or two of lusty voices in the gallery leaped down in a moment, so to speak, on this obnoxious apparition among the dark mass that covered the spacious floor. "White coat! White coat! Oh, you! Take it off, sir! Put it in your pocket, sir. Will Mr. Wall be good enough to lead that man out? Go out, sir! Go away! White coat, ya-ah! Will you go, sir! Don't you see the ladies are looking at you, sir? Do you think this is an agricultural show, sir? Now's your chance, sir; they're making way for you. White coat, ya-ah! Your name and college, sir! Go out, sir! You must go, you know. Green tie, green tie! Who brought in that man with a green tie? Take him out again! Straw hat, ya-ah, ah! White coat! Cover up that green tie, sir, do you hear? Put that straw hat out of sight, sir, if you please! Can't you hear, sir? When will you three meet again? Now, you in the white coat, are you going? Three groans for the green tie! Oh, oh, oh! Three groans for the straw hat? Three cheers for the ladies in light blue! Hoora—a—ay! Three cheers for the ladies in dark blue! Three cheers for the ladies in pink! Three cheers for the unmarried ladies! Three cheers for the chaperones! Three cheers for the ladies going up the steps! White coat! Now, you, sir, move out, can't you? Three cheers for the ladies in hats! Three cheers for the ladies in bonnets! White coat—white coat! Ya-ah!" The din, too merry and good-humored to be unmusical, was presently interrupted by the tuning of instruments in the orchestra; and then the noise aloft was renewed, in jocular imitation of fiddles, fifes, trombones, and clarionets. After that came the cries for cheers or groans, as the case might be, in reference to names of public note.

DANGERS OF ANÆSTHESIA.

The Richmond and Louisville *Medical Journal* for June contains a paper of some interest on the relative dangers of anæsthesia by chloroform and ether, from statistics of 209,893 cases. The desired information was mainly obtained by personally visiting the principal hospitals of the world, supplemented by correspondence with spots not visited, as well as by information from other sources, such as reports of the Surgeon-General of the United States Army, private records, etc. Waiving remarks in detail, and unable to give the table in full of the returns of chloroform administrations and deaths, we find the totals of the former to be 127,078, and of the latter forty-three. The ratio of mortality stands one to 2723. The proportions in the use of sulphuric ether as an anæsthetic are very different. Thus of 92,815 cases reported to the writer in the *Journal*, there were but four cases of death, the particulars of which are given. The ratio of mortality is one to 23,214, and taking that as above from chloroform, there remains a mortality about eight and a half times greater than by ether. From the imperfect statistics of the effects of mixtures of chloroform and ether, we learn that the ratio of danger is, as might be expected, between the other two, the proportions being one death in 1588 cases of chloric-ether administration, or twice as safe as chloroform, and about four times more dangerous than ether.

The nitrous oxide, contrary to the first impressions entertained on the subject, and the strong adverse opinion of Dr. Richardson, would seem to be the safest of all anæsthetics. The members of a dental association claim to have anæsthetized seventy-five thousand patients, without any deaths. With regard to the bichloride of methylens, we want the requisite statistics.

—It is about time for people to learn not to point firearms at each other "for fun." Among the numerous instances of serious results from this facetious proceeding is one just reported, in which the gun contained nothing but powder and wadding. The wadding, however, entered a man's thigh three or four inches, and inflicted a severe wound.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
No. 53 SOUTH FOURTH STREET,
3 31$ A few doors abov Chesnut st., Philada.

MEDICAL.

NO CURE, NO PAY! FOX'S CRAMP AND DIARRHŒA MIXTURE has proved itself to be the surest and speediest remedy for Cramps, Diarrhœa, Dysentery, Cholera Morbus, are first stages of Asiatic Cholera. No family after having once tried it will be without it. Ask for Fox's Cramp and Diarrhœa Mixture, and take no other. Sold at YARNALL & CO.'S, FIFTEENTH and MARKET Streets, and No. 602 ARCH Street. 5 9 3m

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870
MAULE, BROTHER & CO.,
11$ No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill,
FIFTEENTH Street below Market.
ESLER & BROTHER,
PROPRIETORS. [4 29 3m
Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts.
A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
4 12 12m PHILADELPHIA.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 8 24t

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.,
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 28 3p4

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

HAIR CURLERS.

THE HYPERION HAIR CURLERS,
AN INDISPENSABLE ARTICLE FOR THE LADIES
(Patented July 9, 1867.)
This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by
McMILLAN & CO.,
5 23 6m No 68 North FRONT Street, Philadelphia.
Sold at all Dry Goods, Trimming and Notion Stores.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

FINANCIAL

Wilmington and Reading RAILROAD
Seven Per Cent. Bonds.
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coal Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
55 PHILADELPHIA.

LEHIGH CONVERTIBLE
Per Cent. First Mortgage Gold Loan,
Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at

NINETY (90)

And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in those Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to
C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.
Pamphlets supplied and full information given by

Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 12 tf PHILADELPHIA.
Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.
Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.
Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNN
BANKERS
No. 109 SOUTH THIRD STREET,
DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.
DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.
ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.
Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26$

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26$

FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is

90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.
Eight Per Cent. Per Annum in Gold.
A PERFECTLY SAFE INVESTMENT.
First Mortgage Bonds
OF THE ISSUE OF
$1,500,000,
BY THE
ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the

Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company....	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds................	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.
W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 tfrp NEW YORK.

FOR SALE
Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,
Coupons payable by the Chesnut and Walnut Streets Railway Company.
These Bonds will be sold at a price which will make them a very desirable investment.
P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
26 PHILADELPHIA

FINANCIAL.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. [7 1 3m

UNION PACIFIC RAILROAD CO.
Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is

$10,400,000.

Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $834,091·03, being an average price of $4·60 per acre.

The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent The Union Pacific Railroad hold obligations of settlers amounting to $243,745 08, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.

NOTICE.
TO TRUSTEES AND EXECUTORS.
The cheapest investment authorized by law are the General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
4 25 PHILADELPHIA.

ST. LOUIS AND ST. JOSEPH R.R.
FIRST MORTGAGE 6 PER CENT. BONDS.
PRINCIPAL PAYABLE NOV. 1, 1893, IN GOLD.
Interest payable May 1 and November 1, in Gold coin, free of United States Tax.
These bonds are limited to the amount of $13,841 per mile, on one of the best roads in the West. The interest is guaranteed by the North Missouri Railroad, which Company has leased the St. Louis and St. Joseph Railroad.
Price, 80 and accrued interest in currency.
We confidently recommend these bonds as a good investment. KURTZ & HOWARD,
7 mwf6t No. 32 South THIRD Street.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILE WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS and FOUNDERS, having for many years been i successful operation, and been exclusively engage in building and repairing Marine and River Engine high and low pressure, Iron Boilers, Water Tank Propellers, etc. etc., respectfully offer their service to the public as being fully prepared to contract fo engines of all sizes, Marine, River, and Stationary having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Ever description of pattern-making made at the shorte notice. High and Low Pressure Fine Tubular an Cylinder Boilers of the best Pennsylvania Charco Iron. Forgings of all size and kinds. Iron an Brass Castings of all descriptions. Roll Turning Screw Cutting, and all other work connecte with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room f repairs of boats, where they can lie in perfe safety, and are provided with shears, blocks, fall etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
3 15$ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitte
WORKS, TWENTY-THIRD and FILBERT Street
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

J. T. EASTON. J. M'MAHON
EASTON & McMAHO
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight Philadelphia, New York, Wilmington, and intermedi points with promptness and despatch. Canal Boats a Steam-tugs furnished at the shortest notice.

"BY THE SAD SEA WAVES."

THE HOME OF THE LOBSTER.

"Bellamy Brougham," who writes for a Boston weekly paper, gives this startling instance of his experience on the sea shore:—

"In a little romantic cove, a short distance up the beach, I found a haven where I could sport about in mild and laughing waters that had some respect for my inexperience, and whose crests were neither high nor warlike. I again assumed the offensive. In short, I waded in. When the waters had encircled my breast I rested, and sported in their midst, now jumping, now diving, and swimming about, being scarcely able to restrain my delight. Then again I rested my feet upon the smooth bottom of the sea, and let the minute waves play about me. I smiled, and they smiled in return, and still my feet rested securely upon their sandy foundation. Then—I shall never forget the sensation—I felt the mammoth toe of my right foot seized, and I gave an involuntary yell which echoed along the granite cliffs and made the grazing herds stare and scatter. I hastened from the spot, but I found I had a companion, who clung to me closer than a brother, and loved me with affection warmer than the temperature of the water would seem to warrant. With indescribable anguish we walked out of the water, and when we arrived on dry land I discovered my companion to be a five-pound lobster. He clung closely to me, one of his claws being knit upon my great toe in the most affectionate manner. He appeared to be a doctor among his tribe, for he was proceeding to amputate the limb. Every movement I made only increased my pain—so I waited patiently, believing the toughness of the toe would challenge both his skill and endurance. He worked steadily away. There was neither stick nor stone within reach, else I believe I should have assaulted him. Every movement I made looking to self-defense caused him to raise his other claw towards me in the most threatening manner. I will not worry the reader, as that lobster worried me, by a detailed description of my anguish. Gradually the skin yielded and the crimson liquid mingled with the sad waves of the sea; then a cord was severed, and he sawed through the soft flesh. I gave a gentle shake, and smiled as if to convince him that it was a good joke, but it had gone far enough, and I didn't care to have any further experience with him in that particular way—that, in short, I preferred to eat lobsters rather than to be eaten by them. But he wouldn't take the hint—not he; on the other hand, he looked savagely up into my face with his cold, green eye, menaced me with his other claw and began to saw away more vigorously at the bone. I then felt that he would be satisfied with nothing short of the whole toe. So I began to study resignation, determined to let him have it, feeling a malignant pleasure in knowing that there wasn't half the meat on it that he expected to get. He got really exasperated before he had travelled half through the bone, and my only fear was that he would go for some more promising part of my leg. But he stuck to his first love, and in a few moments more I had the satisfaction of seeing him sever it from the foot.

"As the last fibre snapped, and the toe fell into his claws—a too willing sacrifice—he looked up into my face with an expression of grim satisfaction, mingled, as I thought, with a sort of pitying contempt for my helplessness. Taking the several members in one claw, he then marched down to the water and disappeared, doubtless to enjoy the rarest breakfast he had eaten for many a day.

"I hastily dressed and started for home. Just as I turned to leave, the lobster again appeared upon the sad sea wave, and I know from his facial expression that he was disappointed in his meal, for he came rapidly towards me, and with a hungry and savage look. I left the ravenous monster several feet from the water, not without putting my thumb to my nose and gyrating my fingers to let him know that I had got the better of him. The movement fairly redoubled his rage, and he lashed the water into foam.

"For several mornings I have attempted to bathe in the sad waves, but upon looking out upon the water I have invariably seen that lobster calmly rocking to and fro on the foaming crests. Each time have I disappointed him, when his soul would swell with rage. Whenever I put my thumb to my nose and gyrated my fingers, he would act more like a maniac than a sensible lobster. I presume, if I should venture in and endeavor to sport with him, I should gradually disappear by piecemeal, and go back to my city dissipations not more than half the man I was when I left.

"Does anybody wonder that I anathematize the lobster, of which many are so fond?

"The waves have a peculiar sadness for me. They are emphatically things of melancholy nature. I shall never come in contact with them again without thinking that there is more in them than most people think of, among which are many thinks very wholesome to avoid."

How Nitro-Glycerine is Kept.—A correspondent of the Boston *Advertiser* tells how the nitro-glycerine is kept at the Hoosac tunnel:—

"The 'glycerine,' as they call it, is delivered in solid form at the Shanly Magazine at the west shaft, at the central shaft and at the east end, being frozen and packed in ice. It is also sent to Connecticut and other points. The Shanlys never keep more than five hundred pounds in their magazine, and seldom more than three hundred. It is contained in earthen jars on a low bench, a thin layer of water covering the dreaded oil. The magazine is cool and pleasant, but it is not a place where one would choose to sit and smoke during a warm afternoon.

"When the requisite number of holes for a blast have been drilled at the heading in the west end, which was first visited, word is sent to the surface, and the man who handles the glycerine brings it down in little tin cans containing a pound and a half each. Any man may handle gunpowder in a tunnel, but only a few are permitted to touch glycerine, and they do nothing else. The cans are inserted in the drilled holes, with the ends of the exploders inserted in the cork. These exploders are very innocent things away from glycerine, but very dangerous agents in its vicinity. The ends of the exploders are connected with wires extending to the battery far away. The workmen have meantime been removing the drill machines and the platform on which they rest, the rubber pipes which convey the compressed air, the tools, and every other useful and destructible thing, to a distance of two hundred feet or more. The wires are then attached to the two poles of a magneto-electric battery, and a few turns of the little crank are given. A faint thud, a puff of air striking the face, and the work is done. One of the men goes forward and carefully inspects all the holes to make sure that every one has been exploded, and having ascertained the fact, the miners come forward to renew their drilling and to clear away the *debris* of the blast."

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent, No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15, 3·30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·50 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.

Abington at 2·35, 4·55, and 6·45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2·00 P. M.

Philadelphia for Fort Washington at 8·30 A. M. and 7·00 P. M.

Doylestown for Philadelphia at 6·30 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Fort Washington for Philadelphia at 9·30 A. M. and 8·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3½, 4, 4½, 5·05, 5¾, 6, 6¼, 7, 8, 9, 10·05, 11, 12 P. M.

Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

Passengers taking the 6·55, 9 A. M., and 6¼ P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¼, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Manayunk 6, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk 7½ A. M., 1½, 6¼ and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6¾ A. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9·05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9¾ A. M. and 5 P. M. trains from New York connect with the 1 and 3 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.

TRAINS FOR PHILADELPHIA leave

PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.

CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,
4 2 General Superintendent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7·30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9·25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12·45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4·50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3·40 P. M., from Brookside at 3·45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.

7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9·40 A. M. for West Chester stops at all stations.

11·50 A. M. for B. C. Junction stops at all stations.

2·30 P. M. for West Chester stops at all stations.

4·15 P. M. for B. C. Junction stops at all stations.

4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6·55 P. M. for West Chester stops at all stations.

11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.

6·30 A. M. from West Chester stops at all stations.

7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

8·15 A. M. from B. C. Junction stops at all stations.

10·00 A. M. from West Chester stops at all stations.

1·05 P. M. from B. C. Junction stops at all stations.

1·55 P. M. from West Chester stops at all stations.

4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2·30 P. M. for West Chester stops at all stations.

4·30 A. M. from West Chester stops at all stations.

7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6·45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3·30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8·00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.

THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York......$3·00
" " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6·05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 9

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1¾ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.

Returning leave Atlantic—

Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1¾ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.

For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M.

Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at..........8·00 A. M.
" Atlantic City at..........4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,
6 28 Agent.

PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10·20 P. M.
" " Williamsport	8·00 A. M.
arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	10·50 A. M.
" " Williamsport	8·15 P. M.
" arrives at Erie	7·25 A. M.
ELMIRA MAIL leaves Philadelphia	7·50 A. M.
" Williamsport	6·00 P. M.
" arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL leaves Williamsport	1·30 P. M.
" " " arrives at Lock Haven	2·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	8·50 A. M.
" " Williamsport	9·25 P. M.
" arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·15 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Williamsport	9·45 A. M.
" arrives at Philadelphia	9·50 P. M.
BUFFALO EXP. leaves Williamsport	12·25 A. M.
" " Harrisburg	5·20 A. M.
" arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL leaves L. Haven	11·35 A. M.
" " " arr. Williamsp't	12·50 P. M.
BALD EAGLE EX. leaves Lock Haven	9·35 P. M.
" " arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.

COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A.M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

9·00 A. M. Mail and Express for Cape May.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4·00 P. M., Fast Express, for Cape May only.

5·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

8 15 WM. J. SEWELL, Superintendent.

LONG BRANCH

VIA
CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS.

FOUR DAILY TRAINS (Sundays excepted), without change of cars, leave Philadelphia, Walnut Street wharf.

7·00 A. M.	Due Long Branch 10·45 A. M.
8·00 "	Due Long Branch 12·16 P. M.
2·00 P. M.	Due Long Branch 6·03 P. M.
3·30 "	Due Long Branch 6·54 P. M.

The 7 A. M. and 3·30 P. M. lines run via Pemberton; 8 A. M. and 2 P. M. lines run via Freehold.

Palace Cars attached to 3·30 P. M. line.

Fare, Philadelphia to Long Branch, $2·50.

7 12 58 W. H. GATZMER, Agent.

PATENTS.

PATENTS.

OFFICES FOR PROCURING

Patents in the United States and Foreign Countries,

FORREST BUILDINGS,
119 S. FOURTH St., Philada.,
AND MARBLE BUILDINGS,
SEVENTH Street, above F,
(Opposite U. S. Patent Office),
WASHINGTON, D. C.

H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney-at-Law.

Communications to be addressed to the Principal Offices Philadelphia. 10 mws

STATE RIGHTS FOR SALE.—STATE

Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.

5 27 tf MUNDY & HOFFMAN.

PROPOSALS.

PROPOSALS FOR THE CONSTRUCTION OF A STEAM PROPELLER FOR THE REVENUE MARINE.

TREASURY DEPARTMENT,
WASHINGTON, D. C., July 1, 1870.

The bids for the construction of an Iron Steam Propeller of 350 tons, opened in this Department June 30, being considered exorbitant, separate sealed proposals will be received at this department until 12 o'clock on FRIDAY, 29th July, 1870, for the construction of a Steam Propeller of WOOD, of 350 tons.

General plans, conditions, and specifications can be obtained from the Collectors of Customs at Portland, Me., Boston, New York, Philadelphia, and Baltimore.

Renewed proposals are also invited for the same steamer of IRON, upon the same plans, conditions, and specifications as were issued June 1. No bids will be considered except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

GEORGE S. BOUTWELL,
7 7 11 14 18 21 25 28 Secretary of the Treasury.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOW-WARE COMPANY,

PHILADELPHIA.
IRON FOUNDERS.

President, J. EDGAR THOMSON. General Manager, JAMES HOEY.

Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson, manufacturers of

STOVES,
TINNED,
ENAMELLED, and
HEAVY HOLLOW WARE.

FOUNDRY, SECOND and MIFFLIN Streets.
OFFICE, No. 209 N. SECOND Street.

FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer.

1 27 wfm 6m

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

Sale No. 990 Marshall street.

HOUSEHOLD FURNITURE, BEDDING, CARPETS, HORSE AND CARRIAGE HARNESS, ETC.

On Tuesday Morning,
July 19th, at 10 o'clock. 7 16 2t

SALE OF REAL ESTATE AND STOCKS,
On Tuesday,

July 19, at 12 o'clock, noon, at the Exchange, will include:—

Schooner M. A. McGahan—One-sixteenth interest.

Wissahickon Avenue, N. W. of Carpenter street—Lot over four acres.

Washington Avenue, No. 535—Brick Dwelling.

Marriott Street, No. 226—Brick Dwelling.

Walnut Street, east of Fifty-third street—Lot.

Holmesburg—Country seat, over eight acres, known as "Maple Lawn."

Weikel Street, N. E. of Clearfield street—Lot.

Brown Street, S. W. of Tioga street—Lot.

Twenty-fourth Street (South), No. 328—2 Brick Dwellings.

Mehl Street (Germantown)—Brick Cottage.

Green Street, No. 1215—Brick Dwelling.

Tioga Street, East of Twenty-first—Residence, Stable, etc.

Bainbridge Street, No. 1309—Brick Dwelling.

Bainbridge Street, No. 1425—Brick Dwellings.

Fitzwater Street, No. 1217—Brick Dwellings.

Wyoming Avenue, Twenty-second ward—Country Place, 3½ acres.

Thirteenth Street (North), No. 918—Brick Dwelling.

Poplar Street, No. 1306—Store and Dwelling.

Nineteenth and Shippen, Northeast corner—Store and Dwelling.

Ontario and Lambert Streets, Northeast corner—Lot, 130 feet front.

Hurst Street, No. 519—Brick and Frame Dwelling.

Ground-rents—$19·50 and $48.

$500 bond Union League.

$850 loan New Creek Coal Co.

Pew No. 82, St. Luke's Church.

Pew No. 57, Dr. Boardman's Church.

500 shares Maple Shade Oil Co.

700 shares Caldwell Oil Co.

500 shares McClintockville Oil Co.

1000 shares Dalzell Oil Co.

1 share Academy of Fine Arts.

20 shares Southern and Atlantic Telegraph Co.

98 shares Northern Liberties Gas Co.

600 shares Union Lumbering Co. of Wisconsin.

91 shares Girard Tube Works and Iron Co.

66 shares Central Transportation Co. 7 15 3t

6 shares Kensington National Bank.

Catalogues now ready.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 535 North Eleventh street.

ELEGANT WALNUT PARLOR FURNITURE, IN Satin Brocatelle; Rosewood Piano-forte, Brussels and other Carpets, Oak Dining-room and Hall Furniture, Walnut Chamber Furniture, French China, Plated Ware, etc.

On Tuesday Morning,

July 19th, at 10 o'clock, at No. 535 North Eleventh street, will be sold, the furniture of a family removing from the city, comprising—Elegant walnut parlor suit, covered with crimson brocatelle; Brussels carpets, rosewood piano forte, made by Grupe & Kindt; elegant carved oak sideboard, oak extension dining table, oak hall furniture, walnut chamber furniture, bookcases, secretary, lounge, mattresses, bronze mantel clock, French china dinner and tea ware, silver plated ware, kitchen furniture, etc.

The cabinet furniture was made by Messrs. W. & J. Allen.

The furniture can be examined at 8 o'clock on morning of sale.

Catalogues will be ready at the auction store on Saturday. 7 16 2t

Sale at No. 1817 Ridge avenue.

STOCK OF A RETAIL DRY GOODS STORE.

On Tuesday and Wednesday Mornings,

July 19th and 20th, at 10 o'clock, at No. 1817 Ridge avenue, will be sold, without reserve, the entire stock of dry goods, notions and trimmings, comprising dress goods, muslins, tickings, laces, embroideries, ladies' and gents' underwear, hosiery, gloves, notions, etc. 7 16 3t

Also,

GOODWILL, LEASE, FIXTURES AND WATSON'S FIRE-PROOF CHEST.

On Tuesday Morning

Will be sold, the good-will and lease, 2 large counters, shelving and drawers, silver mounted showcase, desk, Watson's fireproof chest, cost $140, nearly new, etc. 7 16 2t

PEREMPTORY SALE AT CAPE MAY.
FURNISHED COTTAGE, PERRY STREET.
On Wednesday,

July 20, at 12 o'clock, will be sold on the premises, Perry street, Cape May City, fifty feet north of North street, a very desirable Cottage, completely furnished, having parlor, dining-room, kitchen, and 7 chambers. The Cottage is within one square of Congress Hall.

Immediate possession will be given.

LINCOLN HOUSE, JACKSON STREET.

At the same time, will be sold a THREE-STORY BUILDING, Jackson street, near the Depot, known as the Lincoln House; lot 40 feet by 100 feet. The house has 18 chambers, parlor, and store on front, dining-room, kitchen, etc., with every convenience.

Terms at sale. 7 18 2t

MARTIN BROTHERS, AUCTIONEERS.—

(Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor.

BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge. 11 24§

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.

T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS,

Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

JOSEPH PENNEY,

AUCTIONEER,
No. 1307 CHESNUT STREET. [6 23 tf

IN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY.
THOMAS ANDERSON & CO.
(Established 1826).
AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m

ROOFING.

PHILADELPHIA

Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,

7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—

This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON,
2 17§ No. 711 N. NINTH St., above Coates.

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conestoga Ticking, etc.

No. 22 CHESNUT Street, Philadelphia. 4 wfm§

CITY INTELLIGENCE.

THE SEA-SIDE.

Cape May During Sunday—Accidents to Bathers—The Fifth Maryland Regiment—The Weather, Etc.

Late advices from Cape May bring information of an accident which occurred yesterday at that resort, and which was very nearly attended with fatal results.

A young man, a son of Hon. Henry M. Watts, who was formerly United States Minister to Austria under President Johnson, was bathing in the breakers, and swimming at some distance from the beach.

While beyond his depth his strength suddenly failed him, and he found himself sinking. His cries soon attracted the attention of a large crowd upon the shore, who, by loud shouts and by the waving of hats and the like, endeavored to make known the danger to those in the life-boat which was just outside the breakers. No assistance could be rendered by the boat; and but for the intervention of other aid. the young man must undoubtedly have lost his life. Mr. Hugh McCauley was swimming at the time, with a rope tied around him, with which his friends on shore were amusing themselves by pulling the swimmer in after he had gone out a considerable distance. As soon as Mr. McCauley discovered the danger he swam to the drowning man and caught him by the hair. The people on shore then began drawing them in. When about half-way in the rope broke, producing the greatest excitement. A line of people joined hand in hand was immediately formed and stretched out to them. They were both finally landed, but the young man when rescued was entirely inanimate and had to be carried to the hotel, where restoratives were applied and the body rolled until respiration returned. By means of these appliances he soon recovered and is doing well, but his escape was very narrow. Among those who risked their lives by going in the line with Mr. McCauley were Messrs. L. H. Barnes, Sanderson Martin, and George T. Lewis, to whom great praise is due.

The accident proves conclusively the uselessness of the life-boat in similar dangerous cases, and shows the great folly of those who go beyond their depth. Too much care cannot be exercised by the bathers.

Another accident took place later in the day, when Mr. Harrison De Silver had a narrow escape from drowning. He was rescued by Mr. Michael Weaver.

The weather yesterday at the seaside is described as fearfully hot. The island is now crowded, and the various hotels are packed to suffocation. The parlor of the Stockton House is filled with cots for the accommodation of guests. A large excursion train brought down a number of visitors yesterday, but luckily took them all away again by nightfall. Great preparations are now being made for the reception of the 5th Maryland Regiment, which will soon arrive upon the island and encamp there for the space of ten days.

TAVERN LICENSES.

The Places Privileged to Sell Rum and the Places against which Bills of Indictment have been directed to be Drawn.

Taverns have become so numerous in this city that it is almost impossible to find a block of buildings without one or more places where liquor is sold. The increase during the past six months has been unprecedented, and yet the official documents at the office of the Clerk of Quarter Sessions show but a slight increase in licenses for these establishments over the year 1869. The Clerk has issued 3849 licenses this year, divided among the various wards as follows:—

Wards.	No.	Wards.	No.
1	109	15	204
2	135	16	126
3	86	17	115
4	200	18	137
5	261	19	263
6	245	20	230
7	138	21	85
8	125	22	87
9	153	23	68
10	93	24	112
11	195	25	102
12	125	26	176
13	83	27	79
14	55	28	62
Total			3849

That there are as many more unlicensed it is not difficult to believe, and yet but 275 were reported by the constables in their late returns. These were divided as follows among the various wards:—

Wards.	No.	Wards.	No.
1	7	15	11
2	8	16	11
3	6	17	18
4	4	18	15
5	3	19	33
6	1	20	26
7	4	21	2
8	10	22	3
9	16	23	6
10	5	24	13
11	15	25	9
12	10	26	13
13	1	27	12
14	7	28	11
Total			275

By order of the Court the District Attorney has directed that bills of indictment be drawn and sent before the Grand Jury charging the owners of the above establishments with selling liquor without a license.

BAY EXCURSION TO GOTHAM.—The second grand excursion of Beck's Philadelphia Band, No. 1, will be given on Thursday next, July 21st, leaving Walnut street wharf at half-past 7 o'clock, by a special train of cars over the Camden and Amboy Railroad to South Amboy, thence around New York Bay and up the Hudson river, by the splendid steamer William Cook. On the route the steamer will stop at New York about one hour, giving those of the excursionists, who desire it an opportunity to see something of that city. The bay excursions under the direction of Beck's Band, have been deservedly popular.

AN UNFOUNDED CHARGE.—Jeremiah Sullivan was arrested last evening on a charge of being concerned in the death of William Dugan, who died yesterday afternoon at his residence at Ledger place and Lagrange street, from, as it is alleged, violence. The Coroner's inquest this morning developed the fact that the deceased had been complaining of being sick in the morning and had gone to bed, and in attempting to rise late in the day fell against a door. The jury rendered a verdict of death from natural causes. Sullivan was then discharged from custody.

THE REPUBLICANS OF THE TWENTY-SIXTH WARD are not as harmonious as they might be. In our advertising columns will be found a ticket which claims to have been the only regularly nominated one. Another ticket, however, has been nominated, and receives the endorsement of the City Executive Committee's decision.

A HERO.—Having some business transaction to settle, a heroic chap named John Cuthbert yesterday visited the residence of a lady at Twentieth and Master streets. For a time all went well, but, finally, on the lady's refusing to accede to one of his requests he assaulted her, knocked her down, and kicking her in the stomach, injured her severely. Subsequently he was arrested, and Alderman Jones committed him to prison to await the result of the injuries he had inflicted.

THE BEAUTIES OF POLICE LIFE.—Some people consider that a policeman has a nice time of it. So they have, as the following will show. Between one and two o'clock this morning, Officer James Dillon, of the Sixteenth district force, was attacked by a party of roughs near Hestonville, and badly beaten, his eyes being blackened, his head bruised, and his body considerably contused. His assailants escaped.

RUNAWAY AND ACCIDENT.—Yesterday afternoon a spirited horse attached to a light wagon, in which were seated Hugh Taggart and Robert Harrisson, whilst passing along Richmond street, near Huntingdon, became frightened at some object, and dashing madly off threw both men out. Taggart was seriously injured, and was removed to his home on Salmon street. Harrisson was but slightly injured.

BATHERS.—The police of the Thirteenth district yesterday arrested seven men for bathing in the Wissahickon.

A MYSTERY.

A Watchman Drowned—Shooting by River Thieves.

This morning an affair occurred on the Delaware river front which may possibly end in a case of murder. About 2 o'clock Custom-House Officer Thomas H. Hamilton, residing No. 253 Madison street, was informed by the mate of the bark Minette, lying off Callowhill street, that some river thieves were engaged in removing bar-iron from the wharf. He immediately went in search of an old man employed as watchman on the wharf, but could not find him. Meantime the men in the boat took the alarm, and moved out into the stream. Officer Hamilton then went in search of the Harbor Police, but found none until he reached Arch street (the main body being searching for a drowned boy off Petty's Island). Both then continued down to Lombard street, where they found the boat loaded with iron being ran in under a Norwegian vessel. Hamilton hailed the two occupants, and they answered "All right," but at once commenced pushing out.

Hamilton then drew his revolver and fired over their heads in order to intimidate them. The answer was two shots from the boat, one of which whistled close to his ear. Hamilton then fired another shot, when one of the men grasped his leg as if wounded. The thieves then sculled into the stream, having but one oar, and threw the iron overboard. Crossing to Point Airy they took an oar from a boat and made for Almond street wharf. Hamilton and the officer also procured a boat, and, supposing that the thieves would make for the Jersey shore, they attempted to head them off by going through the channel. Finding their mistake, they returned to this side, and found that the thieves had successfully escaped, leaving the boat, which belonged to one John Hart, at Almond street wharf. The most mysterious part of the whole affair, however, is the disappearance of the watchman. This morning his body was found under the bark Minette, at Callowhill street, by the Harbor police, but whether he was knocked or thrown, or whether he fell overboard, is not known. He was quite an elderly man, named Thomas ——, and resided No. 130 Cope street, between Twenty-second and Twenty-third and Chesnut and Walnut streets. Dr. Shapleigh will make an examination of the body this afternoon, when further facts will possibly be developed.

THE FRONT STREET DEFALCATION.

Mr. Hilsen Seen in Europe—He Compromises with the Boston Firm.

As soon as it became known that Thomas Hilsen, of the firm of Hilsen & Co., wool dealers, No. 36 South Front street, had absconded and proved a defaulter, a telegram of the fact was sent to George W. Bond, the senior member of the Boston house, who was at the time in Europe.

Mr. Bond at once repaired to Liverpool and succeeded in intercepting Mr. Hilsen on the arrival of the steamer. An understanding was immediately had, and the result of the interview was telegraphed to a firm in this city by the Boston house this morning. The contents of the telegram were that a compromise had been effected by Mr. Hilsen paying to the Bond firm the sum of $22,000.

It is now understood that the firm of Bond & Co., of Boston, will settle all the accounts of Mr. Hilsen.

THE KNIFE.

Another Stabbing Case.

Henry Smith was yesterday arrested at Fifth and Callowhill streets, on the charge of committing an assault and battery upon one Jeremiah Donovan. It appears that about noon a political row occurred between Smith, Donovan, and another party, during which Smith inflicted a severe wound on the head of Donovan with a pocket knife. The wounded man was removed to his residence, No. 340 N. Fifth street, where he was attended by Dr. Leidy. Smith was committed to await the result.

THE HEAT.—The heat to-day was exceedingly oppressive, and early in the morning the following cases of sunstroke were reported:—

Michael Coleman, employed as a teamster by the Pennsylvania Railroad Company, while resting in Penn Square, was overcome and fell exhausted. He was removed to the Sixth District Station House, and thence to his home.

A workman employed on the new Colonnade Hotel, Fifteenth and Chesnut streets, was also prostrated. He was taken to his home.

Henry Frisch, a German, was taken down while working in Manayunk, and died in a few minutes.

TIRED OF LIFE.—A respectably dressed individual was found early this morning, by a market woman, lying across the track of the Eleventh Street Railway, near Carpenter street. Accosting him, she found that he was full of molasses whisky and refused to be moved. Being somewhat of a humanitarian she hunted up a couple of police officers, who dragged the fellow to the station-house, he meantime yelling, "I want to be killed." On becoming somewhat sober he was taken to his residence, at Eleventh and Milton streets.

I. O. H. B.—We are called upon this morning to record the fact of the organization of a new society styled the Independent Order of Husband Beaters. One of the high priestesses yesterday carried the principles of the order into effect in the following style:—Her name is Ellen Howard, and she resides at No. 417 N. Front street. Last night Ellen's husband returned home inebriated, whereupon Ellen seized a cleaver and beat him seriously about the head. Subsequently Ellen was arrested, and Alderman Cohill held her in $500 bail to answer.

A CIGAR CASE.—Christian Dreimeier, keeping a cigar store at No. 928 South Twelfth street, was before United States Commissioner Clark, at noon, to-day, charged with carrying on the business of a manufacturer without having paid the special tax for that purpose. Colonel Peter Sides, the revenue detective, testified to making the arrest, and to the condition of the place showing that the manufacturing business was carried on there. After this testimony, the Commissioner held the defendant for trial.

ATTEMPTED RESCUE.—Officer Green yesterday arrested two drunken individuals at Ninth and Filbert streets, for disorderly conduct. On the way to the Sixth District Station-house a chap named James Clark attempted to rescue the prisoners, assaulting the officer and hitting him in the head with a black-jack. Green, dropping the inebriates, seized Clark and marched him before Alderman Jones, who held him in $1200 bail to answer.

I. O. W. B.—Despite the excessive heat of the weather yesterday, a degraded specimen of masculine humanity named Isaac Hinchner, residing at 520 North Third street, indulged in the delectable occupation of wife-beating. Policeman McCaulley hearing the cries of Mrs. H. went to her assistance, and securing her cowardly lord and master, marched him before Alderman Cohill, by whom he was held in $600 bail to answer.

THROWN OUT.—One Lewis Gross, residing No. 317 Noble street, yesterday, whilst laboring under an attack of too much whisky, turned his family into the street and sent the household furniture after them. Sergeant Paulling finally took him in charge and Alderman Toland sent him to the City Hotel, Eleventh and Passyunk road.

CANINES.—About 5½ o'clock yesterday afternoon the neighborhood of Broad and Lombard streets was thrown into a state of excitement by the appearance of a dog supposed to be laboring under an attack of hydrophobia. Policeman Briety soon settled affairs by despatching the animal to the land of glue, gelatine and glycerine.

SUICIDE.—The Coroner has been notified to hold an inquest upon the body of one Henry Frisch, who committed suicide this morning at his residence, Second street, opposite Otter, by hanging himself to the stair balustrade.

ROBBERY.—George Riley has been held for a further hearing by Alderman Kerr on the charge of breaking into McCaulley's restaurant, Front and Dock streets, on Saturday night, and robbing it of a lot of cigars, whisky, and cash.

FATAL RAILROAD ACCIDENT.—A man named Jerome Mahoney was this morning run over by a train of cars on the Philadelphia, Wilmington, and Baltimore Railroad near Perryville, and instantly killed.

PUBLIC BEQUESTS.—The will of John Kean was this morning admitted to probate. By it the Sisters of the Immaculate Heart of Mary receive $100, and St. John the Baptist's Roman Catholic Church, through Bishop Wood, $100.

SLIGHT FIRE.—About 11·45 yesterday morning a slight fire occurred in a dwelling in Radcliffe place, between Lombard and Pine and Seventh and Eighth streets.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(By Cable.)

LONDONDERRY, July 18.—The steamship Scandinavian, from Quebec for Liverpool arrived to-day.

QUEENSTOWN, July 18.—The steamships City of Cork and Siberia arrived yesterday.

PORT OF PHILADELPHIA..............JULY 18

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M........86 | 11 A. M.......94 | 2 P. M........97

CLEARED THIS MORNING.

St'r Beverly, Pierce, New York, W. P. Clyde & Co.
St'r Novelty, Shaw, New York, W. M. Baird & Co.
Steamer Frank, Pierce, New York, do.
N. G. bark Texas, Ceintzen, Hamburg, L. Westergaard & Co.
Schr Alabama, Vangilder, E. Braintree, Sinnickson & Co.
Schr Anna Myrick, Richards, Provincetown, do.
Schr Sophie Wilson, Watts, Weymouth, do.
Schr M. A. McGahan, Call, Salem, do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Volunteer, Jones, 24 hours from New York, with mdse. to John F. Ohl. Above Bombay Hook, yesterday P. M., passed bark Johann, Benjamin, from Liverpool.

Steamship Norfolk, Platt, from Richmond via Norfolk, with mdse. to W. P. Clyde & Co.

Steamer R. Willing, Cundiff, 13 hours from Baltimore, with mdse. to A. Groves, Jr.

Steamer A. C. Stimers, Lenny, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Brig Mary C. Mariner, Mariner, 12 days fm Sagua, with sugar to Geo. C. Carson & Co. Had light winds the whole passage.

Schr Robert Palmer, Clark, 6 days from Charleston, with phosphate to Charleston Mining and Manufacturing Co.

Schr R. W. Tull, Robinson, 5 days from Boston, with ice to Pennsylvania Ice Co.

Schr Amelia H. Leaming, Bower, from Hallowell, with ice to Knickerbocker Ice Co.

Schr Mary Weaver, Weaver, from Dresden, with ice to Knickerbocker Ice Co.

Schr David Ames, Ames, from Dresden, with ice to Knickerbocker Ice Co.

Schr Nellie Bell, Stull, from Bridgeport, Conn.

Schr Althea Smith, 5 days from Boston, with ice to Knickerbocker Ice Co.

Schr J. D. McCarthy, Simpson, 5 days from Boston, with ice to Carpenter Ice Co.

Schr Star, Haney, fm James River, with old iron.

Schr V. E. Conklin, Conklin, from Delanco, with lumber to Collins & Co.

Schr E. F. Crowell, Howes, from Provincetown, with fish to captain.

Schr D. Brittain, Carroll, 6 days from Richmond, Me., with ice to Lyons & Myers.

Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Tug Chesapeake, Merrihew, from Havre-de Grace, with a tow of barges to W. P. Clyde & Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 18.—The following boats left this morning in tow:—

Empire, with lumber to R. Woolverton.
Francis Craig and C. M. Blanchard, with lumber to Craig & Blanchard.
Walter Frick, with lumber to McIlvain & Bush.
Simon Snyder, with lumber to Patterson & Lippincott.
Seymour and Blair, with lumber to D. B. Taylor & Co.
Odd Fellow and Albert List, with lumber to Taylor & Betts.
Pinola and B. C. Bowman, with lumber, for New York.
Lady Washington, with coal to Mears & Son.
Forrest Flower, with coal, for Wilmington.

MEMORANDA.

Steamers St. Louis, Whitehead, from New Orleans; Herman Livingston, Cheesman, from Savannah; Fairbanks, Howes, from Wilmington, N. C.; Niagara, Blackwood, from Richmond and Norfolk; and John Gibson, Winters, from Georgetown, D. C., arrived at New York yesterday.

DIED.

(For additional Deaths see fifth page.)

MCCREIGHT.—Suddenly, on the evening of the 17th instant, JOHN MCCREIGHT, in the 46th year of his age.

The relatives and friends of the family, also Lodge No. 51, A. Y. M., are particularly invited to attend the funeral, from the residence of his mother-in-law, No. 1534 Pine street, on Wednesday afternoon, the 20th instant, at 4 o'clock. Interment at Laurel Hill.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand. FARR & BROTHER, Makers,
3 25 wfm5 No. 324 CHESNUT Street, below Fourth.

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the

9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,

Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 811 Chesnut street, No. 105 South Fifth street, and at North Pennsylvania Railroad Depot.

E. K. HYNDMAN,
Master of Transportation.
JAMES A. DINKEY,
7 8 1mrp General Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.

NEW AND ATTRACTIVE ROUTE
FOR
SUMMER TOURISTS
TO

Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.

Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

FIVE DAILY THROUGH TRAINS

At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·20 P. M. and 5·00 P. M. (Sundays excepted).

FROM PHILADELPHIA PASSENGER STATION, Corner of BERKS and AMERICAN Streets.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.

ELLIS CLARK, General Agent.

Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM
PATTERN SHIRTS,
MADE BY R. EAYRE,
ONLY, (5 4 wfm4m8p
58 N. SIXTH St., below Arch.

GOVERNMENT SALES.

PEREMPTORY SALE
OF THE
IRON STEAMSHIP VIRGIN,
AT
WASHINGTON NAVY YARD,
On WEDNESDAY, 27th instant, at 12 M.

This vessel is well known. Description already given in recent advertisements.

The Virgin will be sold peremptorily to the highest bidder for cash.

One-fourth of the purchase money must be paid on day of sale, the remainder on removal of vessel from the Navy Yard. The vessel can be examined any time during the day.

By order of the Secretary of the Treasury.
E. C. BANFIELD, Solicitor.
KILBOURN & LATTA,
7 18mthmtu4t Auctioneers.

THIRD EDITION

THE UNITED STATES AND EUROPE

Fresh Hope for Cuba.

A Mission for Sheridan.

LATEST WAR NEWS.

Don Carlos Expelled from France.

FROM EUROPE.

Don Carlos Expelled from France.

PARIS, July 18.—Don Carlos has been expelled from France.

The French Evacuation of Rome

is again rumored.

French Men-of-War

watched the departure of the Prussian iron-clads from England.

The Neutrality of Holland.

The *Gaulois* says that the Government has instructed Lord Lyons to communicate with the Duke of Gramont on the subject of the neutrality of Holland, which England wishes to be stipulated. There is no doubt that France will willingly guarantee this.

Another Story Regarding Russia and Sweden.

The *Gaulois* adds that Sweden, according to despatches received here yesterday, is ready to join Denmark and France if the fleet operates in the North and the Baltic seas. It is reasonably certain that Russia will be strictly neutral.

Telegraphing War News.

LONDON, July 18.—The French Government is now enforcing the prohibition against code and cypher words in telegrams. The Atlantic Companies, looking to the interests of all classes of their customers with the United States, have arranged to send their foreign business via lines outside of France, which they are quite capable of doing, having direct cables on one hand to Holland and Prussia, and on the other hand to Falmouth, Lisbon, Gibraltar, and Malta, cables by which they are able to reach the direct lines to Italy and the interior States, as well as those reaching further East.

This Afternoon's Quotations.

LIVERPOOL, July 18—2 P. M.—There is a panic in the market here, and quotations are irregular and nominal. Cotton is nominal. The sales will not exceed 6000 bales. Breadstuffs are firmer. Lard, 72s. Pork, 106s. Tallow, 44s. 3d.

ANTWERP, July 18.—Petroleum opened with a declining tendency, and is quiet at 52½c.

FROM WASHINGTON.

Important Cabinet Meeting.

Special Despatch to the Evening Telegraph.

WASHINGTON, D. C., July 18.—The President's departure for Long Branch has been delayed on account of the questions growing out of the European war as affecting this country. A lengthy session of the Cabinet was held yesterday, and it is understood that the whole subject was discussed.

The Government and Foreign News.

Arrangements have been made by which our Ministers at Paris and Berlin will keep the Government constantly advised by telegraph of the situation of affairs.

Fresh Hope for Cuba.

There are rumors among Cuban agents here to the effect that Louis Napoleon intends seizing Cuba in case Spain shows any sympathy with Prussia. In that case the United States will be compelled to interfere, and President Grant is reported as saying yesterday that in such an event he would be called upon to enforce the Monroe doctrine.

General Sheridan.

The President has determined to send General Sheridan over to Europe to observe the operations of the contending armies. He will start at once, and will be accompanied by two or three members of his staff.

The Washington Schutzen Verein.

Despatch to the Associated Press.

WASHINGTON, July 18.—The annual fest of the Washington Schutzen Verein commenced to-day at their new park. The members of the association and the invited guests proceeded thither in a procession, with the usual paraphernalia. President Grant, Secretary Fish, and other prominent officers of the Government have accepted invitations to pay them a visit.

FROM NEW ENGLAND.

A Brace of Homicides.

BOSTON, July 18.—Two homicides took place in the northern part of this city last evening, one originating in a difficulty between Italians, during which Lugi Gerhardinel was shot dead by a countryman, who escaped. The other resulted from a fight in which several Irishmen engaged, during which Curran W. Laughlin was knocked down by a terrible blow of a fist, dislocating his neck. Thomas May and Thomas O'Connor, parties in the fight, are under arrest.

N. Y. MONEY MARKET SATURDAY.

From the N. Y. Herald.

"The Wall street markets during the week have been almost entirely affected by the influences arising out of the war news from Europe. Home influences were quite lost sight of. The almanac tells us 'in dry weather all signs fail.' So in local financial circles the Currency bill, the Funding bill, and other domestic causes have been overshadowed by the important events abroad. It is an open question what effect the Congressional measures referred to would have had upon prices. For the present they are inoperative, particularly the Funding bill, which was dependent for its success upon such an appreciation of our securities as would have left it possible to place the new loan upon the market. Moreover, many authorities contend that as there has been no repeal of the Public Credit bill passed the previous session, which prevents the redemption in coin at par of the five-twenties until greenbacks are at par in gold, the law is a dead letter until we shall have resumed specie payments. The most important effect of the war news has been the stimulus it has given to an upward movement in the gold premium. The foundation of this movement lies in the belief that the different countries of Europe in the activity and excitement attendant upon the commencement of hostilities will make money so valuable that gold will be the cheapest export we can make them. So far the shipment of specie has not been inordinate. It is the season of the year when such shipments reach their maximum. Of our ability to stand a large drain we have a guarantee in the bank statement, which shows a total in the banks at present of over forty-one millions of specie. But it is to be doubted that we shall be governed in this war by the precedents of various wars in Europe. Heretofore we have held a comparatively unknown place in the finances of the world. In 1866 it was quite natural that the European capitalists who were experimenting in our securities should have been easily induced to send them home for realization. Since that time, however, we have given so signal proof of our stability, national importance, and financial soundness that the situation is entirely altered. It is true that so far the quotations for our five-twenties abroad have declined with the progress of the war idea; but the fact should not be lost sight of that in the pressure to realize upon everything in the shape of paper indebtedness, the current of sales has carried prices below intrinsic values. There are large quantities of our five-twenties held on speculation in the large cities of Europe. In a time of excitement securities so held are forced upon the market with a consequent sharp decline in prices. It is the knowledge of the real situation which has so far prevented a sharp advance in gold. The American public are confident that war in Europe, however selfish the idea, means better times here. Hence, while the first flurry has depressed our securities in Europe they believe that a reaction is inevitable, the extent and importance of which will be measured by the prolongation of the struggle and the accompanying prostration of foreign industries. For this reason the speculators who are operating for a rise in gold are treading on very dangerous ground. It may be that gold will go higher, but so far it has made little progress in comparison to the efforts and influences exerted for an advance. The danger of holding it lies in the uncertainty when the tide will turn and legitimate influences assert their power. Gold in rising is a sign that our national credit is depreciating. Now, there is not a person in all Wall street prepared to say that we shall not be the gainers by this war publicly and privately. An advance in gold is therefore illogical, and due for the present to the simple fact that the sales of our bonds in London and Frankfort have been more than the markets there were prepared to absorb in so brief a time. When, however, the reaction comes, and capital, with its well-known timidity, seeks a secure investment, the demand for our bonds will, in the estimation of many, lead to gold shipments from Europe, particularly as our markets will be the principal source of supply to all Europe."

FOURTH EDITION

THE LATEST WAR NEWS.

Points Occupied by Prussia.

The Attitude of Russia.

More Contradictory Reports.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The New Bonds.

Despatch to the Associated Press.

WASHINGTON, July 18.—The Bureau of Engraving and Printing of the Treasury Department has been engaged since the passage of the funding bill in preparing the necessary plates, etc., for printing the new bonds, which will probably be ready in six weeks.

Interviews with the President.

A large number of persons, including members of Congress, had interviews with the President to-day.

Tobacco and the Revenue.

Supervisor Presbrey, of Virginia, makes the following report:—

"The collections from manufactured tobacco in the State of Virginia for the fiscal year ending June 30, 1870, amounted to $4,146,077·65, being an excess or gain over the previous fiscal year of $2,643,593·54, an increase of nearly 180 per cent. The total revenue from the same source, cancelled by paid tobacco stamps, for 16 months, from March 1, 1869, under the present administration, amounted to the sum of $5,114,521·78, while the collections from the same source for the fiscal years of 1866-67-68, and eight months of 1869, amounted to the sum of $1,440,120·51, showing $3,674,401·27 more collected in the past sixteen months then was collected in the previous forty-four months. In addition to the taxes collected from tobacco in the various districts in the State, during the last sixteen months, there were shipped in bond for export and for withdrawal for consumption in other markets outside of the State, 23,159,435 pounds, the tax upon which, if credited to Virginia, would show a contribution during the period above named to the National Treasury of over eight million dollars. The prospects of the new tobacco crop and the general condition of the trade indicate a hopeful future both to the planter and manufacturer, and warrant the expectation of a still larger revenue to the Government during the present fiscal year."

FROM EUROPE.

The Rothschilds.

PARIS, July 18.—Baron Alfonso Rothschild has resigned the Prussian Consul-Generalship in this city. The King of Prussia refused to receive him at Ems.

Prussian Troops in Camp.

CARLSRUHE, July 18.—The troops furnished by Baden are in camp at Rastadt, about midway between this city and Kehl.

Points Occupied by the Prussians.

PARIS, July 18—3 P. M.—At noon to-day the Prussian forces occupied the following points:—Saarbruck in Rhenish Prussia, and Heuburg in Rhenish Bavaria. Both of these towns are directly on the frontier. They also had a force concentrated at Linden, in Hesse-Darmstadt.

Russia and Prussia.

It is now generally believed here that Russia sustains Prussia. The *Cloche*, Red Republican organ, holds the empire answerable for *a war without a pretext*.

Ship News.

HAVRE, July 18.—Arrived out, steamship Pereire, from New York.

FROM NEW YORK.

Germans Anxious to Return to Europe.

NEW YORK, July 18.—A large number of Germans, lately arrived in this country, and who, not being citizens, are liable to military duty in their own country, have called at the office of the Prussian Consul and expressed their willingness to return. Bismarck has been telegraphed to.

FROM NEW ENGLAND.

Fatal Affray at Pawtucket, R. I.

PROVIDENCE, July 18.—In an affray at Pawtucket last night Charles E. Kent, a street car conductor, stabbed and instantly killed Joseph R. Whiting, and also stabbed, perhaps fatally, Louisa Whiting, daughter of the murdered man. A family difficulty was the cause of the affray. Kent is in custody.

New York Stock and Money Market.

NEW YORK, July 18.—Stocks very strong. Money, 4@5 per cent. Gold, 120⅝. 5-20s, 1862, coupon, 109½; do. 1864, do. 108¾; do. 1865, do., 108¾; do. 1865, new, 108⅛; do. 1867, 108⅛; do. 1868, 108⅛; 10-40s, 107. Virginia sixes, new, 65; Missouri sixes, 91¼; Canton Company, 69; Cumberland preferred, 40; New York Central and Hudson River, 97¼; Erie, 22¼; Reading, 99; Adams Express, 68; Michigan Central, 118¾; Michigan Southern, 96¾, ex div.; Illinois Central, 135¼; Cleveland and Pittsburg, 107; Chicago and Rock Island, 113¼; Pittsburg and Fort Wayne, 95; Western Union Telegraph, 34⅛.

New York Produce Market.

NEW YORK, July 18.—Cotton irregular and nominal; middling uplands, 19¾c.; middling Orleans, 20¼c.; sales 400 bales. Flour active and advanced 20@45c.; sales 33,000 barrels Ohio at $6·25@7·25; Southern at $6·40@10. Wheat active and advanced 5@7c.; sales of 127,000 bushels No. 1 at $1·55@1·58; No. 2 at $1·35@1·50; white Michigan at $1·70@1·80; white State at $1·75@1·90. Corn active and advanced 2c.; sales 91,000 bushels mixed Western at 98c.@$1·10; yellow at $1·12@1·15. Oats firm and advanced at 1@2c.; sales 58,000 bushels State at 70@72½c.; Western at 63@65½c. Beef firm at $12@16 for new plain mess and $16@19 for new extra mess. Pork steady; new mess at $27·62@29·75; prime at $22@24. Lard firm; steam at 15¾@16¼c.; kettle at 16¾@17c. Whisky dull and nominal.

Baltimore Produce Market.

BALTIMORE, July 18.—Cotton very heavy and nominally 18½c. Flour active and excited at higher figures, and transactions are restricted by light stock; Howard street superfine, $5·75@6·25; do. extra, $6·75@7·75; do. family, $7·50@9; City Mills superfine, $5·75@6·75; do. extra, $7@8; do. family, $7·50@9; Western superfine $5·75@6; do. extra, $6·50@7; do. family, $7@7·25. Wheat excited and higher; receipts, 16,000 bushels, mostly new; sales of new red at $1·50@1·70; white, $1·55@1·80; Pennsylvania nominally $1·55. Corn advanced; white, $1·19; yellow, $1·10@1·15. Oats, 62@65c. Mess Pork quiet at $30·75@31. Bacon firm; rib sides, 17½c.; clear do., 17¾c.; shoulders, 14½c.; hams, 25c. Lard quiet at 16¾@17c. Whisky dull and unchanged.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$10000 5-20s, '65, May	100 sh Reading R... 49½
& Nov..cp.b15..100⅝	500 do....ls.49 1-16
$500 Leh gold L..b5.. 89¼	1300 do..ls.b60. 49½
$2000 Pa R Con m bs	100 do..s5&in.49 1-16
reg...... 97½	300 do.....b60. 49½
$900 City 6s, New.101½	100 do..s1own.49 1-16
$500 do.........101½	100 do....s10.49 1-16
$5000 Am Gold.......120½	100 do.....c.49 1-16
12 sh C & A.Rc&p.120½	200 do....ls.49 1-16
4 do....c&p.120½	100 do.....&in. 49
24 sh Penna R..... 57¼	200 do......ls. 49
100 sh Ph & E R.b5. 28¾	200 do.....s10. 48⅞
100 sh Cat Pf.b5&i. 37½	400 do......ls. 48⅞
100 do.......... 37½	100 do......b5. 49
600 sh Read R...ls. 49½	109 do......ls. 49
100 do.......... 49½	100 do......ls. 49
100 do........49·31	25 sh Leh Val....... 57¼
100 do.....b30 49·31	

SECOND BOARD.

$1000 City 6s, New.101½	100 sh Read R.... 49
$5000 Am Gold.....121⅛	100 do....2d. 49
$1000 Leh Gold L... 89	200 do........ 49
10 sh 13th & 15th St 22	500 do.....ls 48·94

FIFTH EDITION

THE LATEST NEWS.

FROM WASHINGTON.

The Civil Appropriation Bill.

WASHINGTON, July 18.—The sundry civil service appropriation bill, as it came from the committee of conference and passed both houses, contained a provision that public lands which have been withdrawn for any reason, and afterwards restored, shall thereafter be subject only to homestead and pre-emption entry.

Representative Sargent has received the assurance from the Navy Department that the necessary repairs of the Asiatic fleet will hereafter be made at Mare Island Navy Yard, California. The practice heretofore has been to order vessels needing repairs to the various Atlantic navy yards, involving a voyage around the Cape of Good Hope.

FROM BALTIMORE.

Boiler Explosion.

BALTIMORE, July 18.—About 9·30 o'clock this morning one of the boilers in the Maryland Sugar Refinery, on Dugan's wharf, exploded, damaging the boiler-house to the extent of $4000 or $5000. The main building was not injured. Two or three of the employes were slightly injured, but no one was killed.

Destructive Fire.

About an hour and a half later the State tobacco warehouse, Nos. 1 and 2, leased and used as a cotton storehouse, was discovered to be on fire in the upper story, and is now burning fiercely. Although the entire fire department is on the spot, it will be impossible to save the building, and only a portion of the cotton stored on the lower floor will be gotten out.

FROM NEW YORK.

Enlistments for the Navy.

NEW YORK, July 18.—Private despatches received here from Washington reports that Admiral Porter recommends the enlistment of eighteen thousand seamen, and the immediate placing of the navy on a war footing, the President being urged to convene Congress at an early day to legislate accordingly.

FROM CUBA.

HAVANA, July 18.

American Consul Biddle,

who has been down with yellow fever, is recovering slowly. His wife died of the disease yesterday. Consul Hall, of Matanzas, is in temporary charge of the consulate.

PROPOSALS FOR NAVAL MATERIAL.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
July 11, 1870.

SEALED PROPOSALS to furnish material for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 10 o'clock A. M. of the 5th of August next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, Washington," and must be indorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

Printed schedules for any class, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificates of guarantors, will be furnished to such persons as desire to bid on application to the commandants of the respective navy yards, and those of all the yards on application to the Bureau.

The Commandant of each navy yard and the purchasing Paymaster of each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the Commandants of the respective yards.

The proposals must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides that he has a license to deal in the articles for which he proposes, and he must further show that he is a manufacturer of or a regular dealer in the articles which he offers to supply. The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1—Flax Canvas, etc.	No. 13—Soap and Tallow.
No. 2—Cotton Canvas, etc.	No. 14—Ox hides for rope.
No. 3—Cotton Hammock Bag and Cot staff.	No. 15—Brushes.
	No. 16—Ship Chandlery.
No. 4—Iron and Steel.	No. 17—Tar and Tar Oil.
No. 5—Galley Iron.	No. 18—Stationery.
No. 7—Chain Iron.	No. 19—Dry Goods.
No. 8—Hardware.	No. 20—Firewood and coal.
No. 9—Cooking Utensils.	
No. 11—Tin and Zinc.	No. 21—Sand.
No. 12—Leather.	

CHARLESTOWN NAVY YARD.
Classes Nos. 2, 3, 4, 8, 9, 12, 13, 14, 15, 16, 17, 18, 20.
BROOKLYN, NEW YORK.
Classes Nos. 1, 2, 3, 8, 9, 12, 13, 15, 16, 17, 18, 19, 20, 21.
PHILADELPHIA.
Classes Nos. 2, 8, 12, 16, 17, 18, 19, 20.
WASHINGTON.
Classes Nos. 2, 4, 5, 6, 7, 8, 11, 12, 13, 16, 17, 18, 20.
NORFOLK.
Classes Nos. 2, 3, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 20.
PORTSMOUTH, N. H.
Classes Nos. 2, 8, 12, 13, 16, 17, 18, 19, 20, 21. 7 12 tu4w

PRESIDENT LINCOLN, AT THE OUTbreak of the War, by proclamation, called for forty-two thousand volunteers to suppress the Rebellion, and the War Department promised that each soldier should have a bounty of $100, when discharged.

THE SUPREME COURT OF THE UNITED STATES HAS DECIDED THAT THIS PROMISED BOUNTY MUST NOW BE PAID. We are prepared to obtain it for every soldier who enlisted before July 22, 1861, for three years, and was subsequently honorably discharged, whether he served for a short or long time.

It is desirable to have the soldier's discharge, but the bounty can be obtained where the discharge is lost or cannot be had. No collection, no charge.

Call upon or write to the General Collection Agency, R. S. LEAGUE & CO., No. 135 S. SEVENTH Street, Philadelphia.

PENSIONS, PENSIONS.—ALL WOUNDED or disabled SOLDIERS, also the widows, children under sixteen, or dependent mothers and fathers of those who died in the service, or since discharge, of disease contracted in the service, who have not yet claimed a pension, should apply at once to ROBERT S. LEAGUE & CO., General Claim Office, No. 135 S. SEVENTH street. To secure back pension, claims must be made within five years from date of discharge or date of death. Long-standing or rejected claims promptly settled.

A BILL HAS PASSED ONE BRANCH OF Congress, giving $100 to the widow, children, or parents of all soldiers who died in the service, where the soldier enlisted for one year or less. For further information apply to No. 135 S. SEVENTH Street. This will give $100 to the heirs of all soldiers who died in service, belonging to any nine months' regiments or three months' regiments. Applications are received daily by
R. S. LEAGUE & CO.

IMPORTANT TO PARENTS.—MOTHERS and fathers whose sons were lost in the war, or who died after discharge of disease contracted in the service, are entitled to PENSIONS, if in any way dependent upon their sons for support. We recommend all who think they are entitled to call on ROBERT S. LEAGUE & CO., No. 135 S. SEVENTH Street, who will procure for them a Pension, or give any information, free of charge, relative to Back Pay, Bounty, Prize Money, etc.

IMPORTANT TO PERSONS GOING TO EUROPE.—Passports issued by the State Department of the United States Government are the only ones recognized now by the Ministers and Consuls of the United States, and can be obtained in twenty-four hours, on an application made in person or by letter to the Official Passport Bureau, R. S. LEAGUE & CO., No. 135 South SEVENTH Street, Philadelphia.